

Alcohol interlocks: towards a European approach for the fight against drink-driving

**European Commission Representation in
Poland
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Introduction to ETSC

A science-based approach to road safety policy

- **47 organisations** from across Europe under one unique umbrella promoting science-based transport safety measures at EU level.
- More than **200 experts** contributing to ETSC's Reviews, Policy Papers, Newsletters, Positions, Lectures, Press Releases, Year Books, etc.
- The European Commission, member organisations, Member States and corporate sponsors are funding our work



Deutscher
Verkehrssicherheitsrat



The Association for Improving Safety of Road Traffic
"Road and Safety"

ETSC Activities



Monitoring EU transport safety policy

*Promoting best practices
Developing recommendations*

Preventing Drink Driving



SMART

Safer Mobility Across Road Transport



Preventing Speeding



Road Safety Performance Index (PIN)

Ranking EU countries' performances

Developing projects on priority areas

Preventing Cyclists' deaths

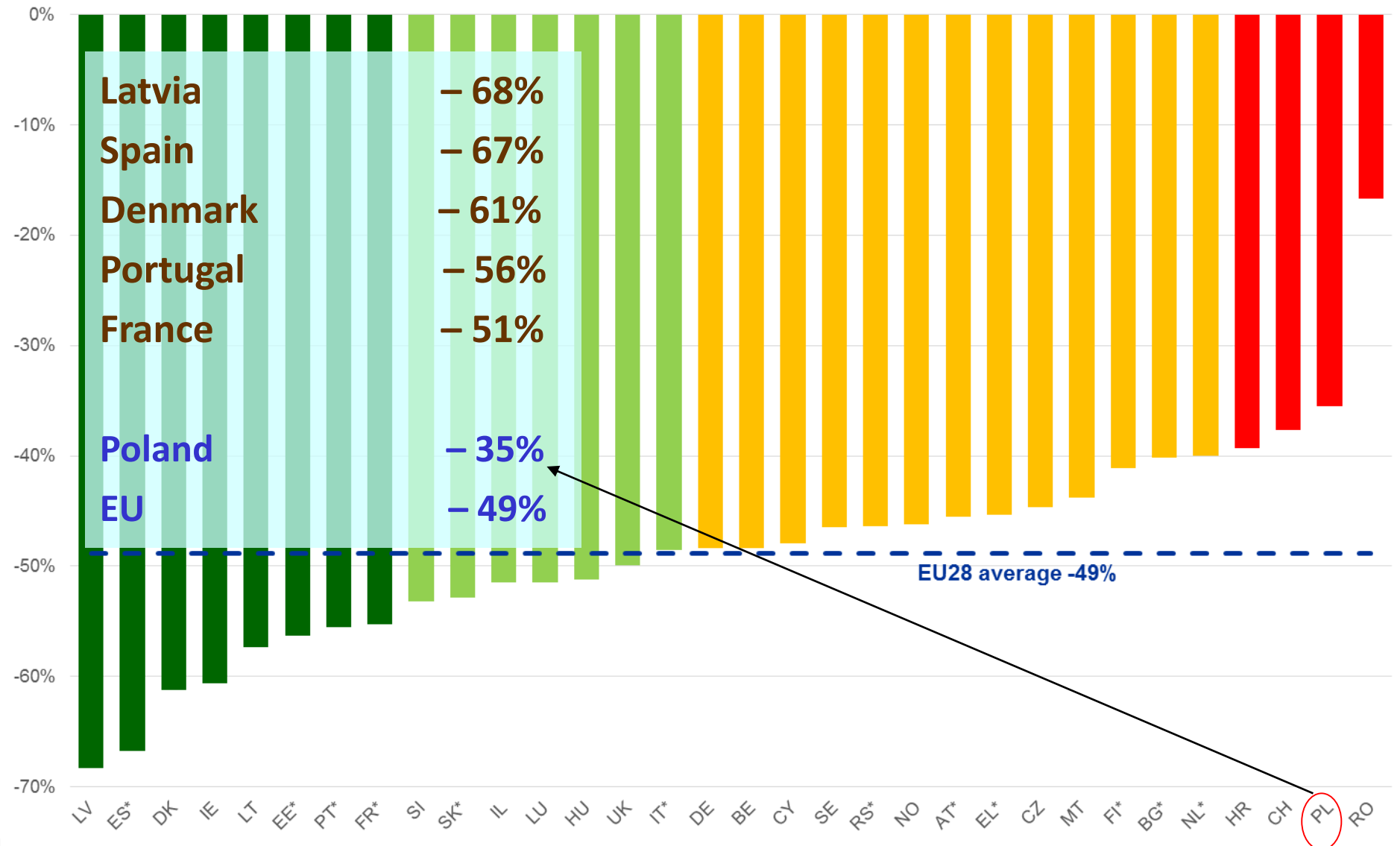


Praising Best Practice in Road Safety 'At' Work and 'To' Work

The scope of the problem

- **27,700 people killed** in road collisions in the EU in 2012
- Around **313,000 reported by the police as seriously injured**
- **1 death, 11 serious injuries, 40 slight injuries**
- Huge socio-economic costs (**2% of EU GDP or 250 bln EUR**)
- **358,000 men and 113,000 women** have been killed in the EU27 in the past decade.

Progress in reducing road deaths since 2001



Road Safety Performance

Number of road deaths per million inhabitants - No country with more than 100 deaths per million inhabitants

Poland

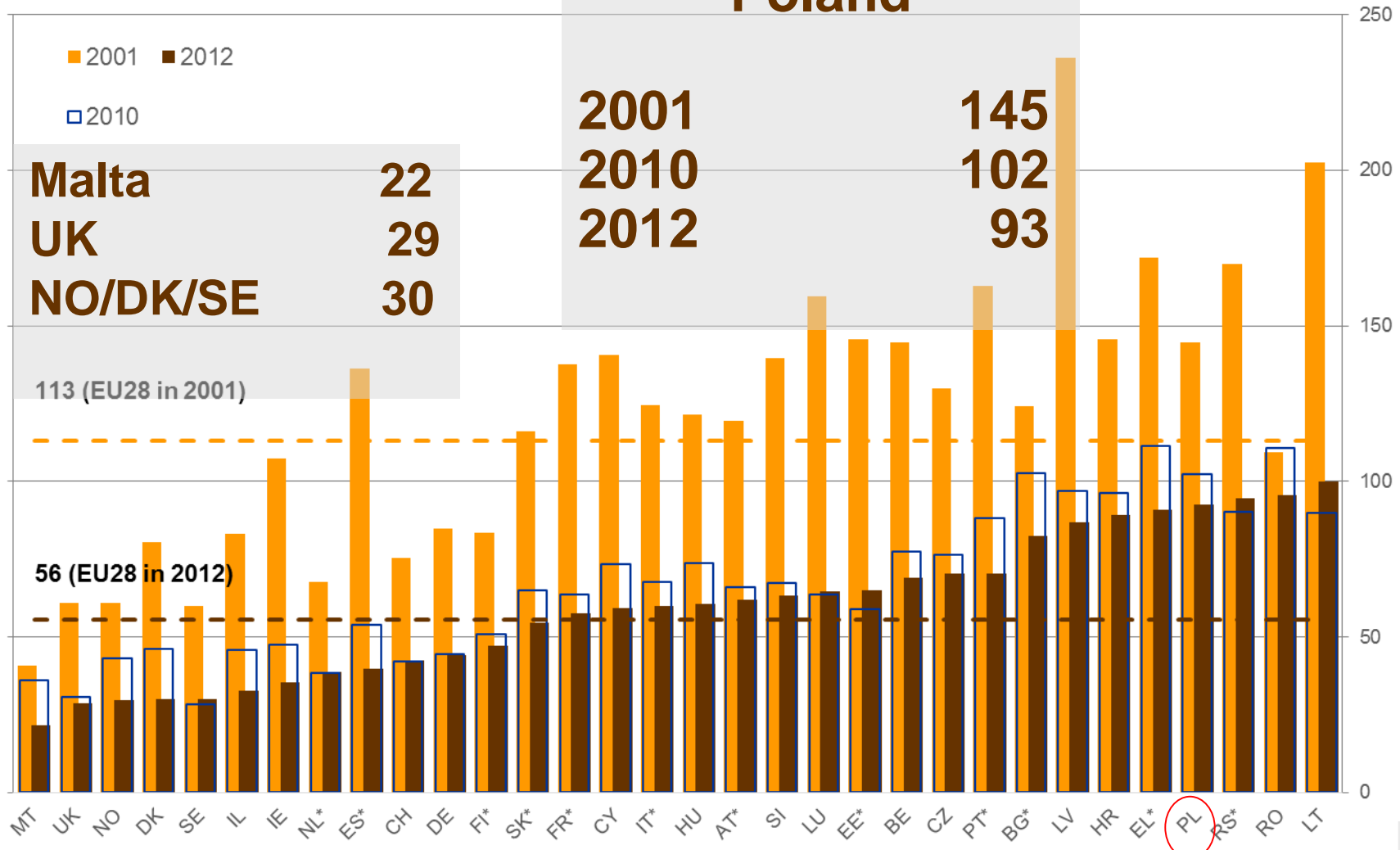
2001
2010
2012

145
102
93

Malta 22
UK 29
NO/DK/SE 30

113 (EU28 in 2001)

56 (EU28 in 2012)



Drink driving in Europe

- Up to 1.5 - 2% of kilometres driven in the EU are driven with an illegal Blood Alcohol Concentration
- Of the 28,000 deaths in road collisions in the EU in 2012, less than 15% were attributed by Member States to drink driving
- But according to EC estimates, between 19% and 28% of all road deaths across the EU are alcohol-related
- If so, ETSC estimates that around 6500 deaths would have been prevented yearly if all drivers had obeyed the law on drink driving



Attributing deaths to drink driving

- Each Member State has its own way of attributing a road death to drink driving
 - *“Any death occurring as a result of road accident in which any active participant was found with blood alcohol level above the legal limit”* SafetyNet recommended definition – (BG, CY, CZ, DK, FI, FR, PL, PT, SI)
- In 2010, 7 countries attributed fewer than 6% while 5 countries attributed more than 30%
- So it is meaningless to compare numbers attributed to drink driving in different countries
- But we can look at how the numbers of deaths attributed to drink driving have changed over recent years

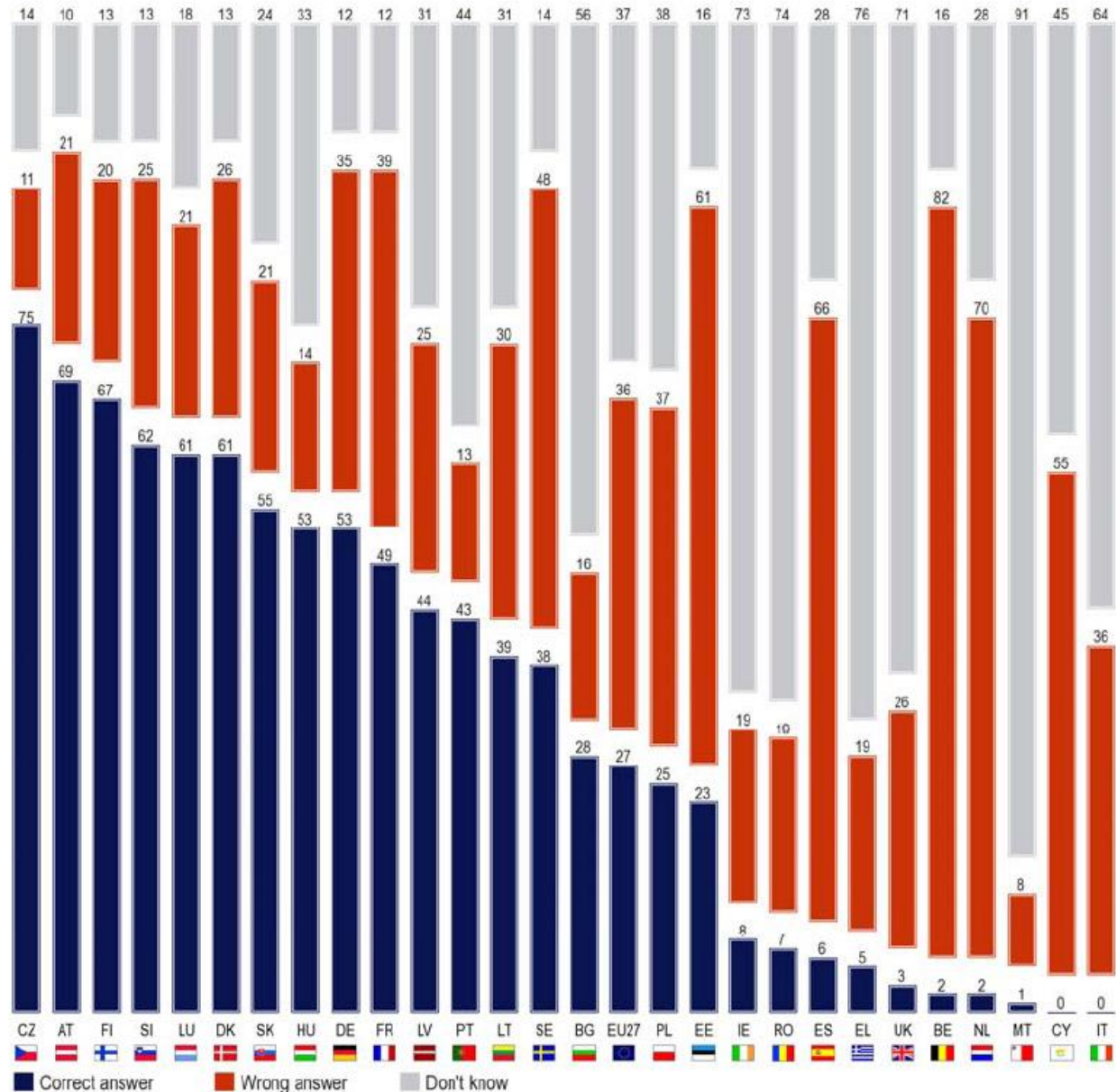
Drink driving enforcement

Numbers of roadside alcohol checks per 1,000 population and percentage above the legal BAC limit in the most recent year (usually 2010)

Country	Checks per 1,000 population	Percentage above legal limit	Country	Checks per 1,000 population	Percentage above legal limit
FI	429	0,9%	HU	120	3,6%
NO	367	0,2%	ES	114	1,8%
SE	287	0,6%	PT	106	3,8%
CY	217	5,3%	EE	105	0,7%
SI	198	4,7%	PL	88	4,9%
FR	173	3,4%	LT	40	1.7%
EL	161	2,1%	DK	36	6.7%
IE	126	1,9%	IT	27	2.5%
AT	122	3,7%	GB	14	11.6%

Awareness

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



Eurobarometer, Oct. 2010

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	0.5	0.5
Bulgaria	0.5	0.5	0.5
Cyprus	0.5	0.5	0.5
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	0.2	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	0.1	0.1
Malta	0.8	0.8	0.8
Netherlands	0.5	0.2	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	0.2	0.0	0.0
Spain	0.5	0.3	0.3
Sweden	0.2	0.2	0.2
UK	0.8	0.8	0.8

ETSC Policy against Drink Driving

Contribute to reducing alcohol-related road deaths and injuries through the identification and promotion of best practice in both policy and advocacy.

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

OTHER VOICES

EU legislation needed on drink-driving

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

The town of Kamień 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 must play in tackling the scourge of drink-driving.

It is estimated that alcohol is linked to around 6,500 deaths each year on European roads. And while progress has been made in recent years, including in Poland, the figures are still far too high. Especially so considering that drink-driving is a risk factor that is totally avoidable.

One key group to tackle is professional drivers. Lorries and buses crash less often than other vehicles, but when they do, the consequences can be catastrophic. Here in Belgium earlier this month, a school-bus driver transporting 49 children was tested and found to be over the limit. He was sacked within days. Zero tolerance in such a case is a good thing, but surely it would be better if drivers who have been drinking were automatically blocked from starting the ignition.

Antonio Avenoso is executive director of the European Transport Safety Council (ETSC).



The technology to do that already exists and several European countries have laws that require so-called 'alcohol interlocks' to be installed in specific cases such as school buses, or to prevent convicted drink-drivers from re-offending. Finland was the first to introduce them, back in 2008, and now has a well-established rehabilitation programme. In neighbouring Sweden, it is estimated that there are now close to 100,000 of the devices in use. France requires alcohol interlocks on new school buses, and retrofitting of the rest of the fleet will be completed by next year.

But despite these successes, wider take-up in the EU has been slow.

There is a strong case for EU action to get things moving. But while the European Commission has set a target for halving the number of road deaths in the EU by 2020, it has done little to introduce legislation to tackle drink-driving.

In September 2011, the European Parliament sensibly asked the Commission to deliver three legal measures. The first was a harmonised blood alcohol limit (there are currently six different levels allowed across the EU, ranging from zero in the Czech Republic to 0.8 grams per litre in the UK and Malta). The second was a zero-alcohol rule for professional and novice drivers. And the third was the

compulsory installation of alcohol interlocks in all new types of commercial vehicle, as well as in the vehicles of drivers who have more than one drink-driving conviction. All three measures are feasible, and would save lives.

However, the Commission has barely lifted a legislative finger so far. A new study on alcohol interlocks has been delayed and there is no sign of new rules being proposed any time soon. Kamień Pomorski is yet another reminder that failing to deal with the scourge of drink-driving in Europe will only lead to more death, injury and lives ripped apart. The EU's failure to act cannot be justified.

ETSC recommendations to the EU

- Propose a Directive setting a **zero tolerance** for drink driving
- Encourage Member States to prepare **national enforcement plans** with targets including drink driving
- Work towards **standardised definitions** of **drink-driving** and **alcohol-related collisions**
- Introduce **uniform standards for alcohol interlocks** in the EU and help all Member States to introduce them
- Introduce alcohol interlocks firstly **for repeat offenders and professional drivers** and in due course **in non-intrusive form for all vehicles**

Recommendations to Member States

- 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
- Introduce **rehabilitation programmes** and **higher penalties** to address recidivism
- Organise regular nationwide **campaigns raising awareness of drink-driving risk**
- Develop the **use of alcohol interlocks** in rehabilitation

Alcohol interlocks

- In rehabilitation programmes
 - High level and recidivist offenders
 - Alcohol addicted
- As a quality assurance mechanism in commercial transport
 - In school buses
 - Emergency
 - Day care transportation



Sweden

Recidivist drivers

- First law introducing a nationwide pilot programme approved in 1998
 - Two years (including treatment for alcohol problems)
 - Costs borne by the driver (US\$ 5,750)
 - 13% of convicted drunk drivers joined the programme and half completed it successfully
- New legislation approved in December 2010 applying to all drink driving offenders: 2 years for high risk groups (recidivists and > 1.0 BAC) and 1 year for the others.
- The law entered into force as from the 1st of January 2012

Commercial drivers

- Started in 1999 with a taxi company, a bus company and a trucking company.
- As of 2003 many municipalities started installing alcohol interlocks in their vehicles
- The Swedish Government committed to have 75% of governmental vehicles equipped with an alcohol interlock by 2012
- So far **more than 80,000 alcohol interlocks have been installed in Sweden for commercial driving.**
- Since end of 2012 all school transport vehicles are fitted with alcolocks too.

Finland

Recidivist drivers

- Implemented in July 2008 (first a trial for 3 years)
- Voluntary after a DUI offence (instead of a ban) → Court decides the length (between 1 – 3 years)
- National code 111 on the driving licence
- About 50 new participants each month
- Since August 2011, mandatory in school and day care transportation (if transport organised by a municipality, school, state etc)
- Installed in more than 8000 taxis and busses

Observations

- Since 19th January 2013 doctors are able to “recommend” an interlock to a driver who would not obtain or maintain a driving licence otherwise: the police issues a driving licence with a national code 113 for the use of an interlock

- 2013 evaluation of 1500 participants – Alcohol interlocks have prevented more than 12,000 attempts to drive with an illegal BAC. On average, 30% of drivers would become recidivists. For people who have benefited from a rehabilitation programme with interlock, the **recidivism rate is less than 6% only.**

ETSC Alcohol interlock barometer

	Pilot project ongoing	Legislation in preparation	Legislation in implementation	Rehabilitation	Commercial Transport	Voluntary use in commercial transport
Austria	X				X	X
Belgium			X	X		X
Denmark				X	X	
Finland			X	X	X	X
France			X	X	X	
Germany	X	X		X		X
Netherlands			X	X		
Norway		X		X		X
Sweden			X	X	X	X
Switzerland		X		X		
DE/EE						X
ES/IE						
LV/IT/SI/UK						

Key elements



- 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

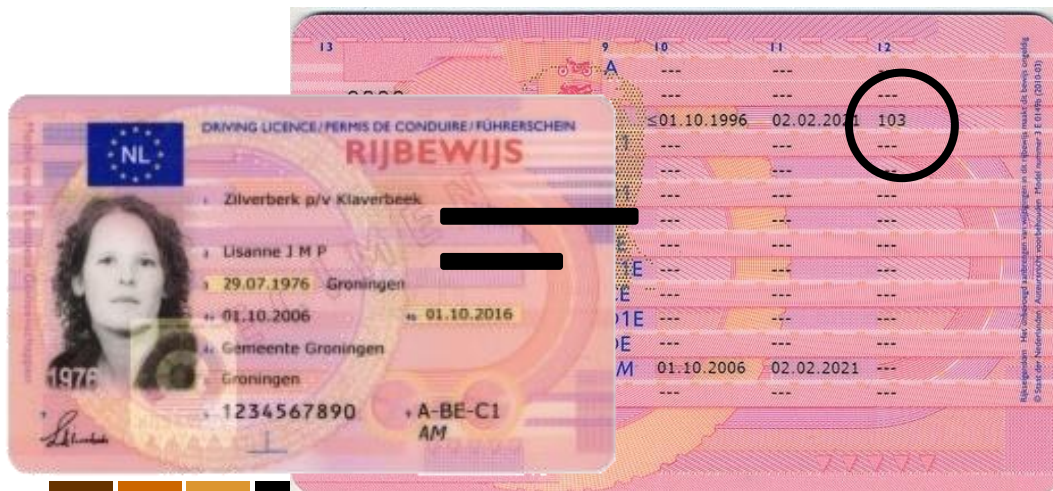


- Alternative or/and Additional sanction?
Duration, regularity of meetings, level, costs, follow-up, support the participant

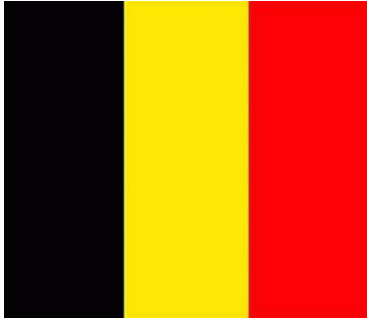
← Framework to be adjusted: Recidivists/ High risk drivers/ First offenders? →

Developing an effective program

- A monitoring program to ensure technical maintenance, inspection and calibration equipment monthly or bimonthly, also including reporting of abnormal events to the agency providing the program management under the control of the authority concerned (Justice, administration of driver's license as appropriate).
- 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.



Multiplication of different codes!



112



103

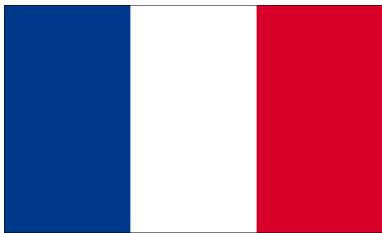


105 (valid until 2014)

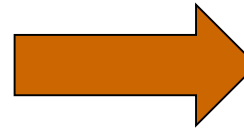
107



111



No specific code but additional certificate



- Hard visibility abroad
- Need for harmonisation
- Other codes to come.. (ES, SI, UK, DE, DK, IE, etc)

2013 EC impact assessment

- One of priorities of EU is prevention of driving under influence of alcohol. Commission wants to examine the possibility to make alcohol interlock devices mandatory for **certain categories** of drivers **or** vehicles.



Possible scope of measures:

- Compulsory installation in all motor vehicles or vehicles of certain type, e.g. heavy goods vehicles
- Compulsory installation in certain vehicles according to their use, e.g. school busses, dangerous goods trucks, taxis
- Compulsory use by specific user groups, e.g. multi offenders, problem drinkers
- And/or harmonisation of technical standards and other operational aspects



MEP Koch Report on Road Safety

“Recommends, as a reintegration measure, the fitting of alcohol interlocks to the vehicles of road users who already have more than one drink-driving conviction”

“Recommends that fitting of alcohol interlocks (...) to all new types of commercial passenger and goods transport vehicles be made compulsory; calls on the Commission to prepare by 2013 a proposal for a Directive for the fitting of alcohol interlocks, including the relevant specifications for its technical implementation”

An approach endorsed by the Council

Council Conclusions (in response to the EC PO) **on road safety:**

“New technical solutions of which the effect is proven can contribute to make it possible to deal with problems like speeding and impaired driving (such as driving under the influence of alcohol, drugs and fatigue)”

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DZIĘKUJĘ!

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Drink Driving Monitor

May
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ETSC's Newsletter on Drink Driving Policy Developments in the EU

NUMBER
10

Speed Monitor

ETSC's Newsletter on Speed Policy Developments in the EU

Safety Monitor

ETSC's Newsletter on Transport Safety Policy Developments in the EU



Drink driving in
commercial transport

Drink Driving:
Young Drivers and
Recidivist Offenders



DRINK DRIVING IN COMMERCIAL TRANSPORT
http://ec.europa.eu/health/alcohol/docs/ebs_331_en.pdf

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