

DRINK-DRIVING AND ALCOHOL INTERLOCKS IN EUROPE

SAFE & SOBER WEBINAR | 7 December 2020

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SOBER** 

E T S C
European Transport Safety Council

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European Transport Safety Council

- **A science based approach to road safety**
- **Secretariat in Brussels**
- **54 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**

WHAT WE DO?



Monitoring EU
transport
safety policy



Road Safety
Performance
Index (PIN)

EU ROAD SAFETY EXCHANGE

SMART 
SOBER MOBILITY ACROSS ROAD TRANSPORT

**SAFE
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LEVERAGING EDUCATION TO
ADVANCE ROAD SAFETY NOW!




DRUG DRIVING

22,660

people died in road traffic in the EU in 2019

25%

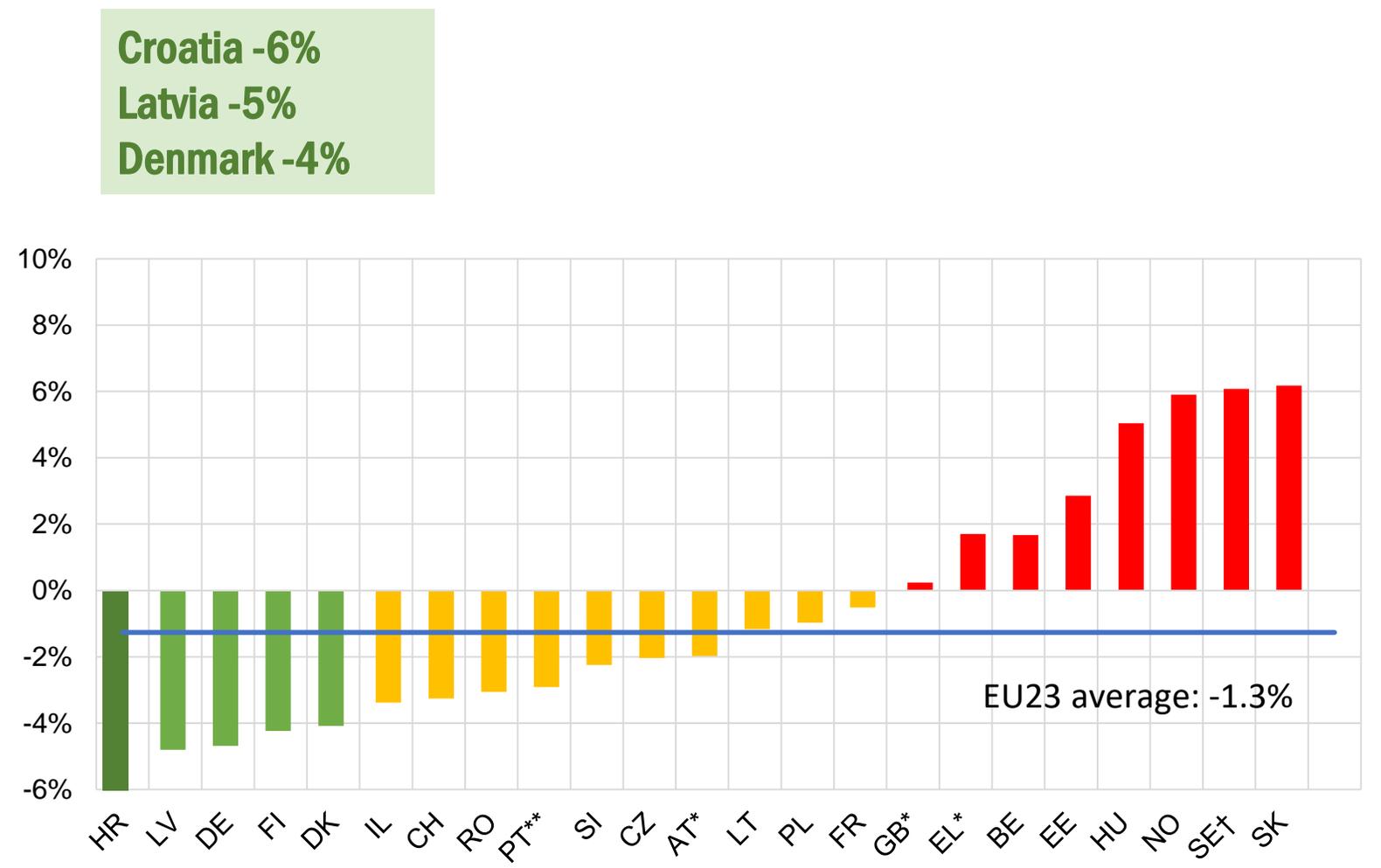
of all road deaths in the EU are
alcohol-related

Source: EC



- **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.

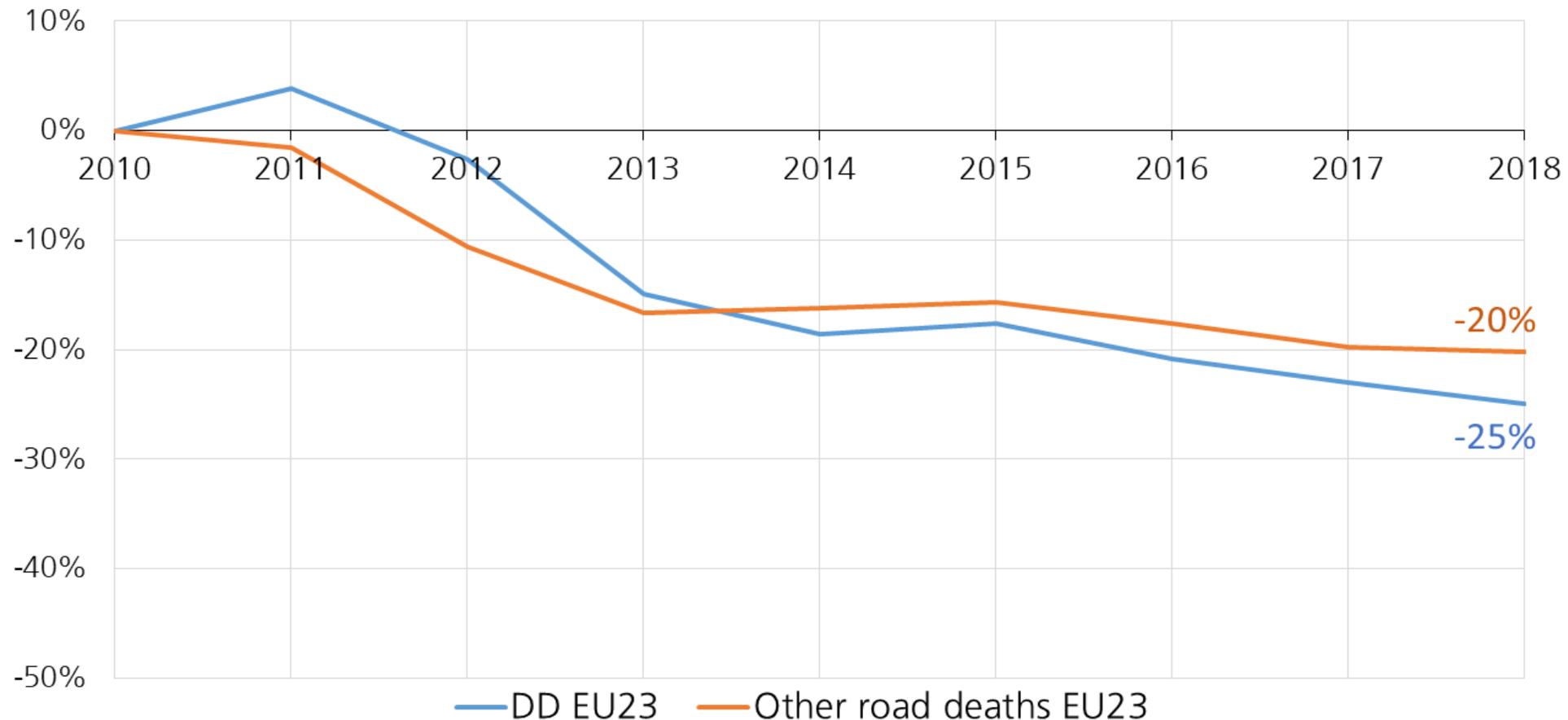
Difference between the average annual percentage change in deaths attributed to drink driving and corresponding change in other road deaths



Hungary 5%
Sweden 6%
Slovakia 6%

PROGRESS IN TACKLING DRINK DRIVING 2010 - 2018

Relative developments in road deaths attributed to alcohol and other road deaths in 23 EU Countries 2010-2018



- An increasing number of countries are lowering their BAC limits to be in line with EU recommendation 2001 on maximum BAC legal limit
- 22 EU countries apply lower BAC for novice drivers (0.0 – 0.2)
- 20 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
Malta	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
UK (except Scotland)	0.8	0.8	0.8

SAFE AND SOBER



1. Promoting Alcohol Interlocks

- Alcohol interlock facilitation is one of the life-saving measures included in the General Safety Regulation for motor vehicle
- ETSC recommends to legislate their use for repeat offenders and professional drivers



2. Advocating for rehabilitation combined with Alcohol Interlocks

- When combined with rehabilitation programmes, cut re-offending rates both during and after the drivers has required to install the device in their vehicle



3. Share best practices among European countries

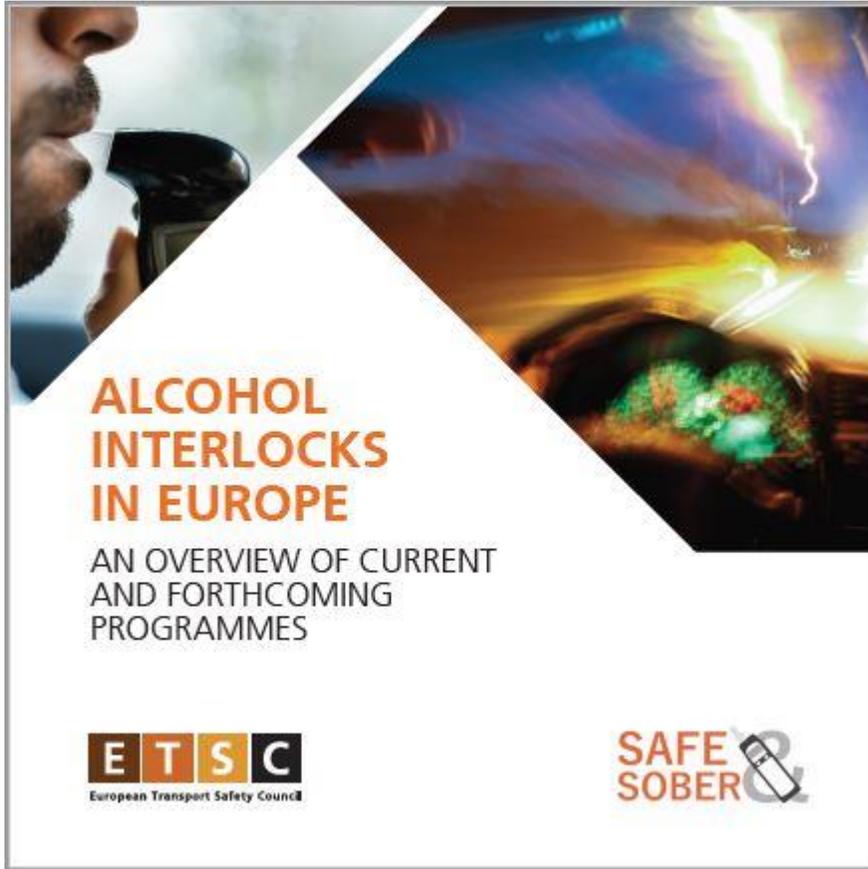
- National events with experts in the field to share their experience and encourage others to move towards wider use of alcohol interlock
- Publications with case studies and recommendations

New report

ALCOHOL INTERLOCKS IN EUROPE

An overview of current and forthcoming programmes

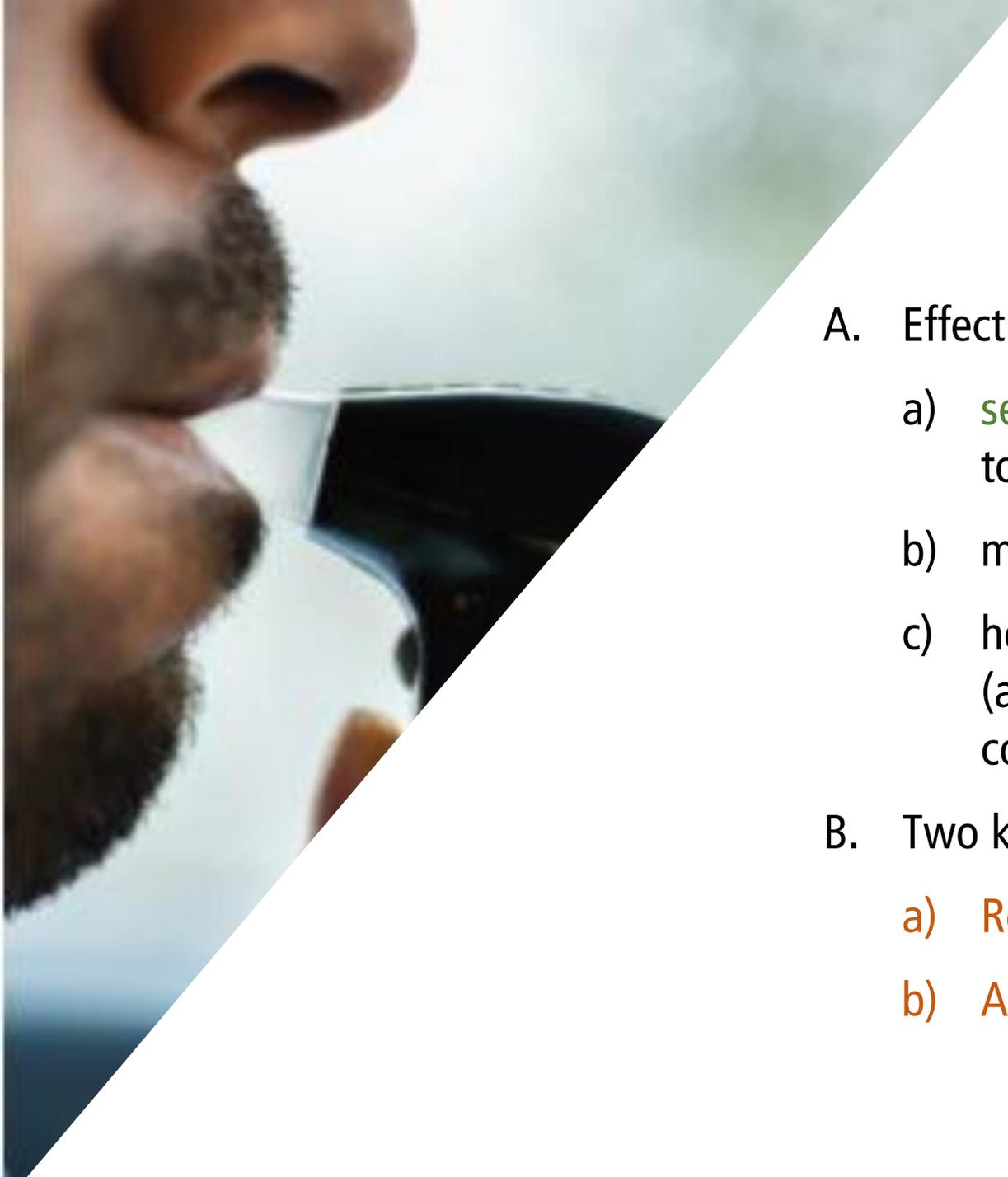
- 13 contributing **experts**;
- An inventory of offender programmes in Europe
- A **practical approach** showing how each country has implemented their national scheme or intend to implement it in the future;
- Discussion about strengths and weaknesses to **advocate for more effective measures** and to inspire other Member States to deliver successful programmes.



EUROPEAN MAP

- **Offender programmes:** Austria, Belgium, Finland, France, Lithuania, Poland, Sweden
- **Law in preparation:** Italy
- **Feasibility study:** UK
- **Cost-benefit analysis:** Ireland



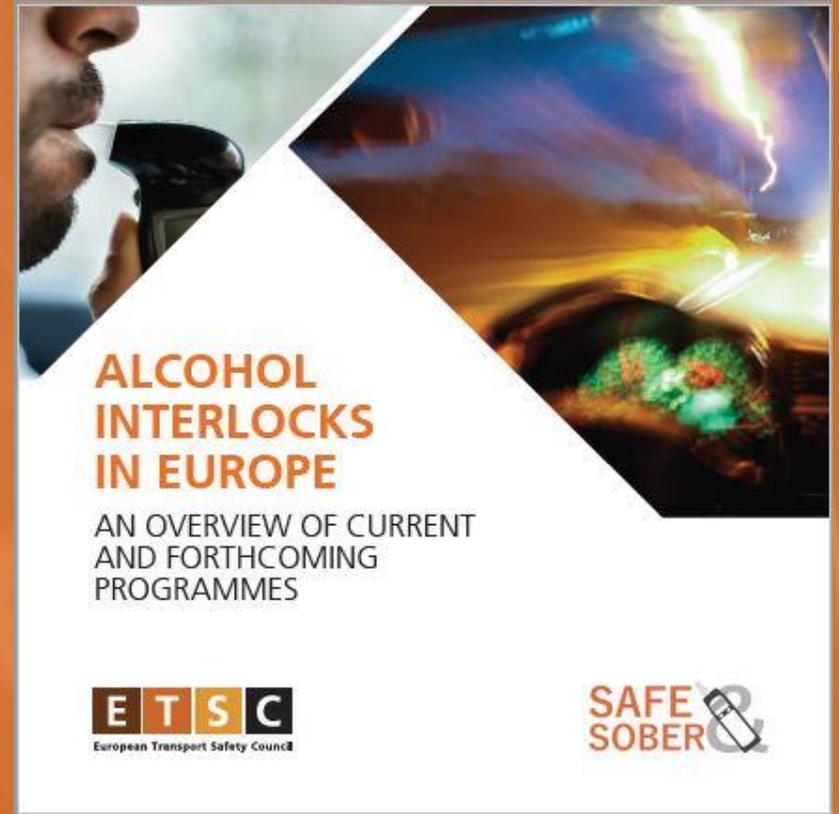


Discussion

Strengths and weaknesses

- A. Effective programmes showed **positive impacts** such as:
 - a) **securing the jobs** of people who relied on being able to drive for work;
 - b) making drivers **aware of their responsibilities**;
 - c) helping offenders **remain integrated in society** (although participation is sometimes perceived as a constraint);
- B. Two key elements for a successful programme stood out:
 - a) **Rehabilitation measures**
 - b) **Affordable costs**

THANK YOU!



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