



# DRINK-DRIVING FACT FILE

May 2022



## GERMANY

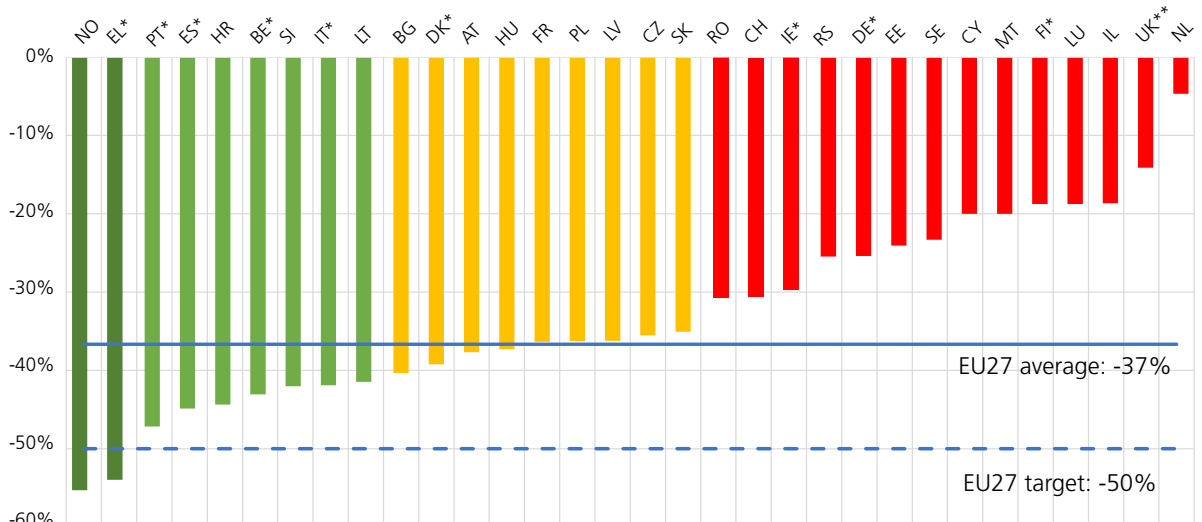


### INTRODUCTION

There were 2,724 road deaths in 2020 in Germany, 25% fewer than in 2010 when 3,651 people were killed. Road deaths were reduced by 32% over the period 2011-2020. Consequently, Germany did not reach the national target to reduce the number of road deaths by 40% as foreseen in the National Road Safety Programme 2011-2020.

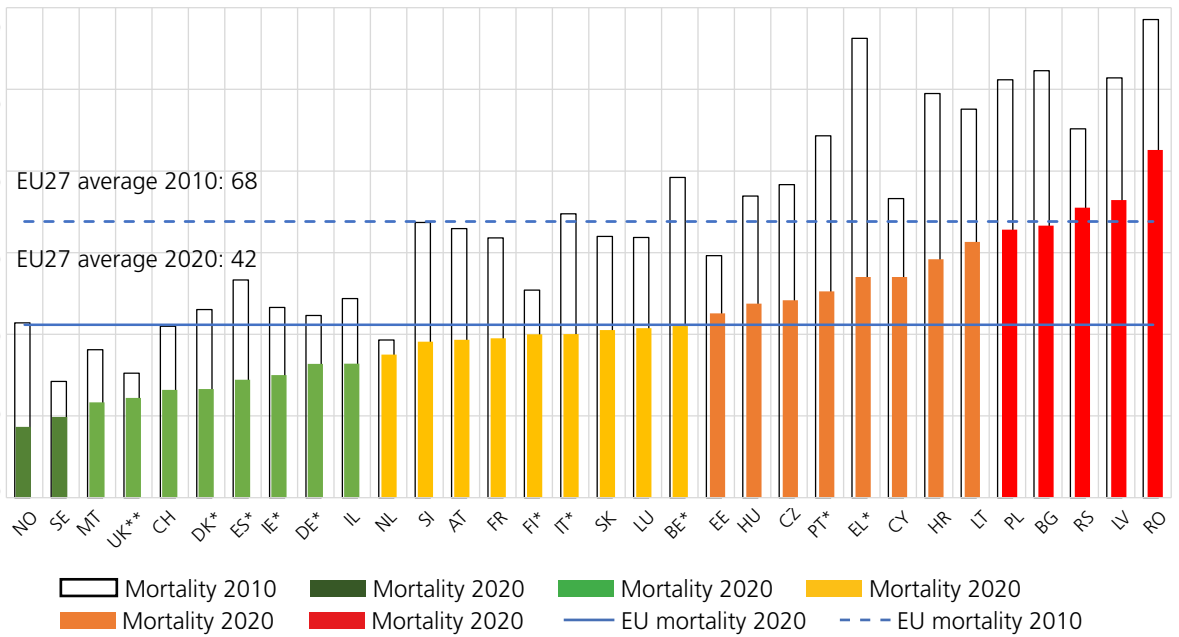
**Figure 1. Relative change in road deaths between 2010 and 2020.** \*National provisional estimates used for 2020, as final figures for 2020 are not yet available at the time this report went to print.

\*\*UK data for 2020 are the provisional total for Great Britain for the year ending June 2020 combined with the total for Northern Ireland for the calendar year 2020. The annual number of deaths in LU and MT are particularly small and, therefore, subject to substantial annual fluctuations. The annual numbers of deaths in CY and EE are also relatively small and may be subject to annual fluctuations.



**Figure 2. Mortality (road deaths per million inhabitants) in 2020 (with mortality in 2010 for comparison).**

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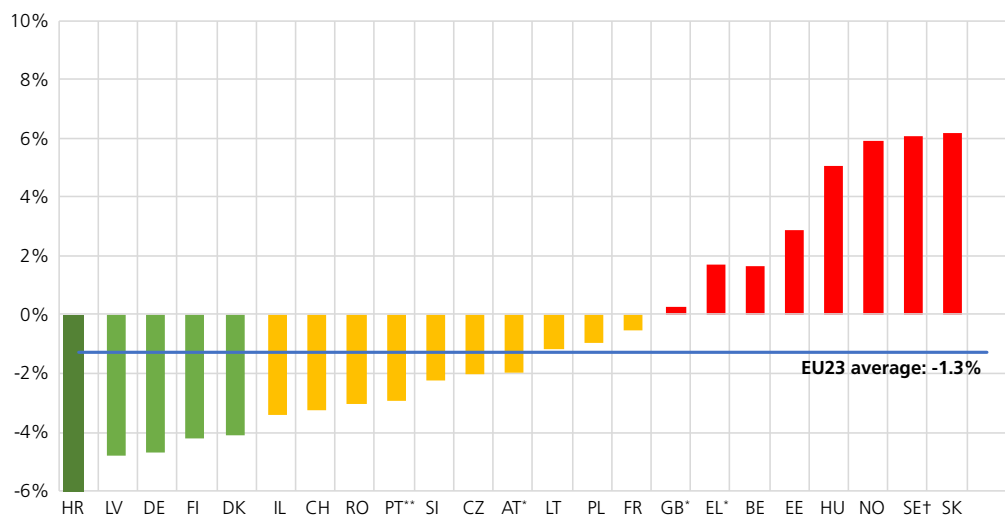


In Germany road deaths attributed to alcohol fell by 5% a year faster than other road deaths over the period 2010-2018.

Among countries able to supply such data, Germany was the third best performer over that period. The number of people killed in alcohol-related collisions went down from 342 in 2010 to 244 in 2018. The numbers of alcohol-related deaths registered in 2019 and 2020 were respectively 228 and 156 (out of 3 059 total road deaths in 2019 and 2 724 in 2020). These figures include all participants involved in a crash where a driver was found under the influence. In 2020, alcohol-related deaths accounted for 5,7% of all road deaths registered in Germany.

**Figure 3. Difference between the average annual (%) changes in the number of road deaths attributed to alcohol and the corresponding reduction for other road deaths over the period 2010-2018**

\*2010-2017 \*\*2010-2015  
 SE† - driver deaths only  
 BG excluded from fig.3 due to insufficient data. LU and CY excluded from fig.3 as numbers of road deaths are relatively small and are subject of substantial annual fluctuations. IE is excluded as the methodology changed in 2013. RS excluded from fig.3 as the methodology changed in 2016. But BG, LU and CY data are included in the EU23 average.  
 EU23 average: EU28 average excluding ES, IT, MT and NL as data on alcohol-related road deaths were not available in these countries.  
 GB data used instead of the UK.



This good annual average reduction was the result of a series of measures such as the introduction of the zero tolerance law for novice drivers in 2007. Over the last 25 years, there has been a change of attitude towards drink-driving in Germany, and it is now widely considered to be unacceptable.



## NATIONAL POLICIES

Timeline of national measures to tackle drink-driving:

**2010**

According to an evaluation of the law carried out in 2010 by the Federal Highway Research Institute (BAST), there was a reduction of alcohol-related collisions of 15% and a reduction of alcohol-related offences by 17% as well as high acceptance among the target group.

**2020**

In 2020 the German government published a new road safety programme to cover the period 2021-2030. It is foreseen to evaluate the possibility of the introduction of alcohol-interlocks via a pilot project including rehabilitation measures.

**2007**

**2007**

The zero-tolerance limit for novice drivers was introduced on 1 August 2007 - for drivers in the two-year probationary period – and for drivers below 21 years of age.

**2018**

**2018**

A second evaluation in 2018 showed a significant reduction in the proportion of novice drivers involved in collisions. The proportion was 11,7% before the measure was introduced and 8,7% after. There was also a reduction in the number of drivers involved in a collision among the 21+ age group who passed the probationary period. The long-term reduction of alcohol-related accidents and offences among novice drivers underline the effectiveness of the ban as well as its lasting effect.

**2020**



## BAC LIMITS AND SANCTIONS

The legal limit for  
**standard  
drivers**

is:

**0.5g/l**



Detailed sanctions in place for drink-driving offences are shown in the table below.



BAC level (g/L)



Fines in €



Penalty points



Driving ban

Driving with a BAC of 0,5 - 1,09 ‰		500	2	1 month
	if second offence	1.000	2	3 months
	if third offence	1.500	2	3 months
Driving with a BAC of 1,1 ‰ and above (absolute driving incapacity), this is treated as a criminal offence		Jail or large fine	3	Dependent on the BAC level and the driving history
Non-respect of the zero-tolerance limit for novice drivers		250	1	Extension of the probationary period for 2 additional years



## ENFORCEMENT

Germany provided drink-driving data according to the SafetyNet recommended definition i.e. any death occurring as a result of a road accident in which any active participant was found with a blood alcohol level above the legal limit. However, only surviving suspected drivers are tested. In the case of a single vehicle collision where nobody else was injured, the alcohol test is not carried out.

No data on enforcement is available as the responsibility is delegated to the federal state level in Germany.



# REHABILITATION AND ALCOHOL INTERLOCK PROGRAMMES

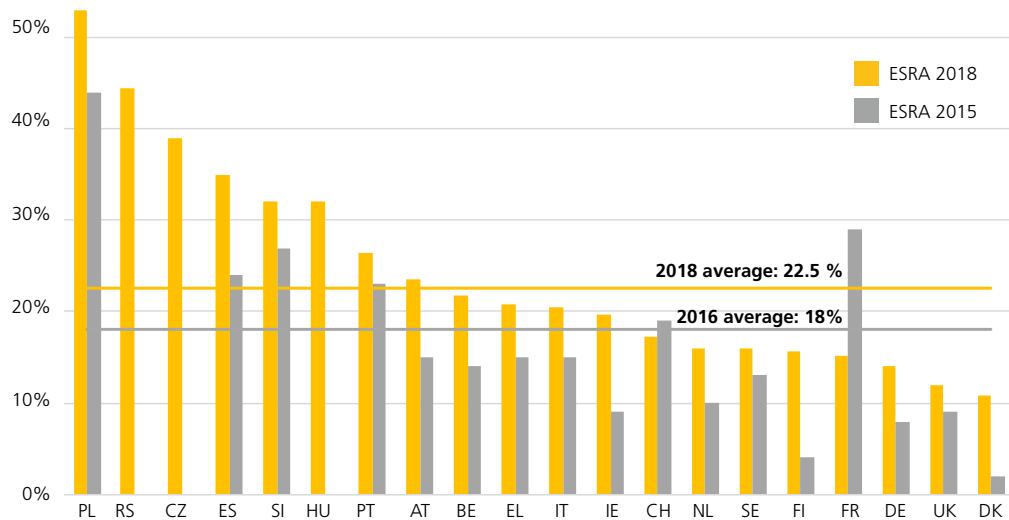
No alcohol Interlock programme is in place so far in Germany.



# DRIVERS' PERCEPTION

The E-Survey on Road Attitudes published in 2019 showed that the perceived likelihood of a police drink-driving check was one of the lowest in Germany, with only 14% of drivers considering themselves likely to be checked by the police for drink-driving, compared to the EU average of 22.5%.

**Figure 4. Proportion (%) of car drivers who considered themselves likely to be checked by the police for drink-driving.**  
Source: ESRA survey (2015 and 2018)





## CAMPAIGNS

The Association against DUI of Alcohol and Drugs, founded in 1950, has implemented a broad range of measures:

- educational activities in schools e.g. campaigns, information and educational materials like leaflets, posters and videos;
- training for prosecutors and judges;
- organisation of events;
- an annual award for outstanding road prevention activities in the field of alcohol and drug driving.



Every two years the Deutsche Hauptstelle für Suchtfragen DHS organises the nationwide Alcohol Action Week. This prevention campaign invites the general public to take a critical look at alcohol and alcohol consumption, also in the context of driving: <https://www.aktionswoche-alkohol.de/die-aktionswoche/>. The German Road Safety Council DVR and the German Social Accident Insurance DGUV support the campaign.



<https://www.aktionswoche-alkohol.de/die-aktionswoche/>

The Federal Center for Health Education (BZgA) runs another campaign directed to young drivers about the danger of driving under the influence of alcohol:



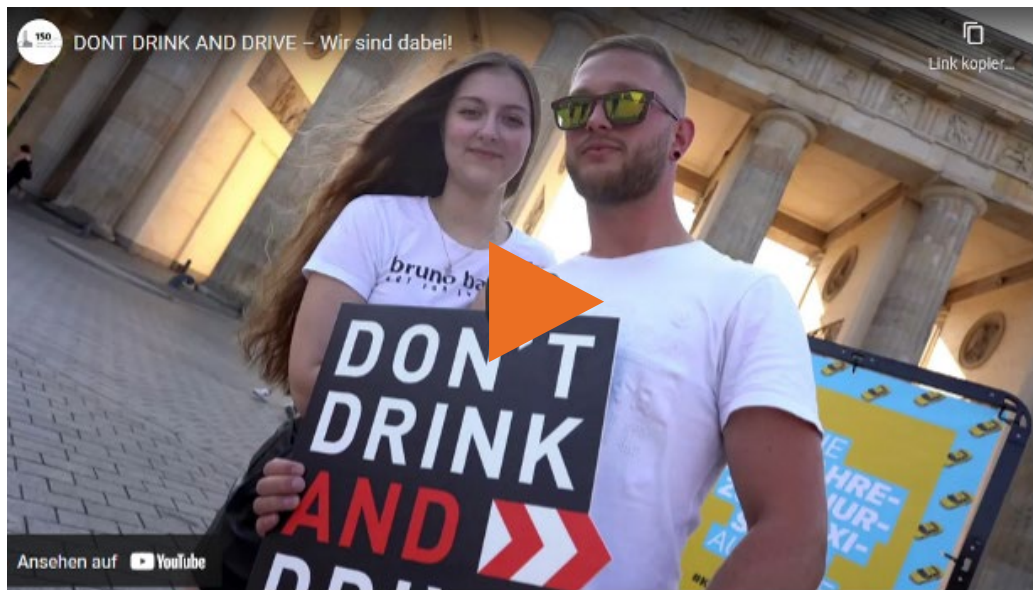
<https://www.kenn-dein-limit.info/alkohol-im-strassenverkehr.html>

Together with the other associations of the alcohol industry, the German breweries have been working since 1993 to reduce the number of alcohol-related accidents with the campaign DONT DINK AND DRIVE: "DDAD", The oldest ongoing road safety campaign in Germany. The German Brewers' Association has strengthened this campaign through numerous activities in 2020/2021.

## #KeineAusreden

#KeineAusreden (#No excuses) was the message that was circulated nationwide by the brewing industry via posters and social media in 2020/2021.

The campaign was under the patronage of the Drug Commissioner of the Federal Government, Daniela Ludwig MdB, appointed until December 2021.



[Click here to watch the video](#)



## SOURCES

**Road Safety programme 2021-2030:**

<https://bit.ly/321DDDv>

**BASt - Federal Highway Research Institute, evaluation 2010:**

<https://bit.ly/3qWQCQg>

**BASt - Federal Highway Research Institute, re-evaluation 2018:**

<https://bit.ly/3f6bNtB>

**ETSC, 15th PIN Annual Report (2021):**

<https://bit.ly/3DD9mZD>

**ETSC, Progress in Reducing Drink-Driving and other Alcohol-Related Road Deaths in Europe (2019):**

<https://bit.ly/3BJJ0F4>



European Transport Safety Council

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