The implementation of alcolock as a deterrence measure

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European Transport Safety Council
Focus on transportation security policies based on science and research

45 organizations across Europe promoting measures and exchange of best practices based on science and research in Europe

More than 200 experts collaborate with our reviews, reports, newsletters, political positions, conferences, press releases, etc..

The European Commission, participating organizations, the Member States and companies finance our work.
Activities and projects

- Observatory of European policies on transport safety
- Road Safety Performance Index (PIN)
- Road safety work
- Alcolock campaign Safe & Sober
- Bike Pal Cyclist safety
28,000 people died on European roads in 2012

About 313,000 serious injuries reported by the police

1 fatality, 11 seriously injured, 40 wounded

Considerable economic impact (2% of EU GDP or EUR 250,000 million)

358,000 men and 113,000 women died in the EU, 27 in the last decade
Evolution of accidents since 2001

ETSC (2013), 7th Road Safety PIN Report
Deaths per million inhabitants. There is no country with more than 100 deaths per million inhabitants!
What has changed?
In the European Union: up to 2% of users drive with illegal levels of alcohol

11% of the 28,000 deaths are due to drink driving in the Member States (25% according to the European Commission)

Around 6,500 fatalities each year

The leading cause of death on the roads in 16-24 year age group
Perceptions of road safety problems in the EU

- People driving under the influence of alcohol: 94% major safety problem, 5% not a problem, 1% DK/NA
- Drivers exceeding the speed limits: 78% major safety problem, 19% minor safety problem, 2% not a problem, 2% DK/NA
- People driving while talking on a mobile phone without a hands-free kit: 76% major safety problem, 21% minor safety problem, 3% not a problem, 3% DK/NA
- Drivers/passengers not wearing seatbelts: 74% major safety problem, 18% minor safety problem, 6% not a problem, 2% DK/NA
- People driving while talking on a hands-free mobile phone: 26% major safety problem, 50% minor safety problem, 22% not a problem, 2% DK/NA

Reduction of road safety problems by national governments
People driving under the influence of alcohol

- Government should do more
- Government is doing enough
- DK/NA

[Graph showing percentages for different countries]
An increasing number of EU countries are lowering their maximum blood alcohol levels in line with EU recommendations on the legal blood alcohol limit (2001)

18 countries apply stricter levels for novice drivers (from 0.0 to 0.2 g of alcohol per liter of blood)

18 EU countries apply a BAC for commercial drivers (0.0 to 0.2)

<table>
<thead>
<tr>
<th>Country</th>
<th>Standard</th>
<th>BAC Commercial Drivers</th>
<th>BAC Novice Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austria</td>
<td>0.5</td>
<td>0.1</td>
<td>0.1</td>
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<tr>
<td>Belgium</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
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<tr>
<td>Bulgaria</td>
<td>0.5</td>
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<td>Cyprus</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
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<tr>
<td>Czech</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
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<tr>
<td>Denmark</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
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<tr>
<td>Estonia</td>
<td>0.2</td>
<td>0.2</td>
<td>0.2</td>
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<tr>
<td>Finland</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
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<tr>
<td>France</td>
<td>0.5</td>
<td>0.5 (0.2 bus drivers)</td>
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</tr>
<tr>
<td>Germany</td>
<td>0.5</td>
<td>0.0</td>
<td>0.0</td>
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<tr>
<td>Greece</td>
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<td>0.2</td>
<td>0.2</td>
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<tr>
<td>Hungary</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Ireland</td>
<td>0.5</td>
<td>0.2</td>
<td>0.2</td>
</tr>
<tr>
<td>Italy</td>
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<td>0.0</td>
<td>0.0</td>
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<tr>
<td>Latvia</td>
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<td>0.5</td>
<td>0.2</td>
</tr>
<tr>
<td>Lithuania</td>
<td>0.4</td>
<td>0.2</td>
<td>0.2</td>
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<td>Luxembourg</td>
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<td>0.1</td>
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<tr>
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<td>0.8</td>
<td>0.8</td>
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<td>Netherlands</td>
<td>0.5</td>
<td>0.2</td>
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<td>Poland</td>
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<tr>
<td>Slovenia</td>
<td>0.2</td>
<td>0.0</td>
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<tr>
<td>Spain</td>
<td>0.5</td>
<td>0.3</td>
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<tr>
<td>Sweden</td>
<td>0.2</td>
<td>0.2</td>
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<tr>
<td>UK</td>
<td>0.8</td>
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</tbody>
</table>
A maximum of 1 in 5 drivers are checked in a given year.

Sartre-3 (2004): only 26% of drivers in the EU were checked.

Many reoffenders as drink drivers are drinkers with a serious problem.

<table>
<thead>
<tr>
<th>Country</th>
<th>Checks per 1,000 population</th>
<th>Percentage above legal limit</th>
<th>Country</th>
<th>Checks per 1,000 population</th>
<th>Percentage above legal limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>FI</td>
<td>429</td>
<td>0,9%</td>
<td>HU</td>
<td>120</td>
<td>3,6%</td>
</tr>
<tr>
<td>NO</td>
<td>367</td>
<td>0,2%</td>
<td>ES</td>
<td>114</td>
<td>1,8%</td>
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<tr>
<td>SE</td>
<td>287</td>
<td>0,6%</td>
<td>PT</td>
<td>106</td>
<td>3,8%</td>
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<tr>
<td>CY</td>
<td>217</td>
<td>5,3%</td>
<td>EE</td>
<td>105</td>
<td>0,7%</td>
</tr>
<tr>
<td>SI</td>
<td>198</td>
<td>4,7%</td>
<td>PL</td>
<td>88</td>
<td>4,9%</td>
</tr>
<tr>
<td>FR</td>
<td>173</td>
<td>3,4%</td>
<td>LT</td>
<td>40</td>
<td>1,7%</td>
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<tr>
<td>EL</td>
<td>161</td>
<td>2,1%</td>
<td>DK</td>
<td>36</td>
<td>6,7%</td>
</tr>
<tr>
<td>IE</td>
<td>126</td>
<td>1,9%</td>
<td>IT</td>
<td>27</td>
<td>2,5%</td>
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<tr>
<td>AT</td>
<td>122</td>
<td>3,7%</td>
<td>GB</td>
<td>14</td>
<td>11,6%</td>
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<tr>
<td>IL</td>
<td>122</td>
<td>1,0%</td>
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</tbody>
</table>

*ETSC (2012), Drink Driving: Towards Zero Tolerance*
• Consider adopting **zero tolerance** in relation to drink driving
• Intensify law enforcement by **setting targets relating to minimum number of checks** (i.e. one driver in five will be monitored every year)
• Introduce routine **alcohol tests** whenever there is a crash
• Introduce **rehabilitation programs** and increase penalties for repeat infringers
• Regularly organize **national campaigns to raise awareness** on the risk of drink driving
Alcohol interlocks

- As part of rehabilitation programs imposed as a condition for driver’s license recovery in the following cases:
  - High blood alcohol levels and repeat infringers
  - Alcoholic drivers
- As a quality guarantee mechanism in commercial transport (public tenders, security, rebates on insurance premiums, etc.), “dry” installation
  - In school buses
  - In emergency vehicles
  - In Transport of hazardous goods
Device consisting of a breathalyzer installed in the vehicle to detect the alcohol level on the driver's breath.

The device is connected to the car’s ignition system and a box collects the electronic data generated by the device and stores them. The device allows the car to start-up when the alcohol level is lower than the maximum legal rate.

The access to data collected is protected by the legal and regulatory data protection regulation.

The data are collected during regular inspection visits. In case of violation, a report is sent to the authorities.

The device requires an air sample to start-up the engine and also at random intervals during the trip. The device is periodically checked (every 30 or 60 days) to verify its integrity.
<table>
<thead>
<tr>
<th></th>
<th>Pilot</th>
<th>Legislation in preparation</th>
<th>Rehabilitation</th>
<th>Commercial Transport</th>
<th>Voluntary in Commercial Transport</th>
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<td>Austria</td>
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<td>Switzerland</td>
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<td>EE/ES/IE</td>
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</table>
• Pilot project from July 2005 to June 2008
• Implementation in July 2008
• After a violation, drivers may have the opportunity to continue driving under the rehabilitation program (which includes the installation of an alcolock) and avoid the suspension of their driver's license.
  • The police will grant a new license with the country code 111
  • Duration 1-3 years: judge's decision
    • Police checks every 60 days -> Monitoring
• After the period of approval, the device can be removed and the police will return the original license.
• However, the device can remain in the vehicle with individualized settings. More than 30% of drivers keep the alcolock in their vehicles.
Evaluation of the Finnish program

Published in February 2013:
Trafi Publications 6/2013: “Effectiveness and impact of alcohol interlock-controlled driving rights”

Includes:

- A questionnaire aimed at people who participated in the program since July 2008 (N = 1569, response 45%)
- Analysis of offences before program participation, and consumption during and after
- Analysis of data collected by the device
- Interviews with officials throughout the process
Effects of alcolock on alcohol use

- Less alcohol: 25%
- Stop drinking before driving: 17%
- Stop drinking before driving: 11%
- Other: 3%
- Professional Help: 0.3%
- Effect, but without specifying which: 7%
- Without effect: 36%

N=692 %
• More than half of drivers were sentenced for drink driving several times before participating in a program of controlled driving with alcolock

• A total of 5.7% of drivers were arrested for drink driving during or after the period of controlled driving with alcolock

• The alcolocks used during controlled driving have prevented at least 12,000 procedures for drink driving (more than 0.5) since July 2008 in Finland

• The rate of repeat infringers among alcolock users is significantly lower than the general rate of people sentenced for drink driving (the overall rate of repeat offenders in Finland is around 30%)
Key elements

- A certified device that meets the technical requirements 50436-1
- Installation at an approved centre

- A program manager
- A reporting process to the competent authority
- The monitoring of participants

Parameters to be defined:
- Additional or alternative fines?
- Duration, frequency of meetings, level, costs, monitoring, support for participants ...?

Adjust: repeat infringers / high-risk drivers/ first offence?
Multiplication of national codes

- Virtually unknown outside each country
- Need for harmonization
- More codes in preparation... (ES, SI, UK, DE, DK, IE, etc.)
Recommendations

- Sharing best practices and knowledge between Member States
- Harmonizing technical requirements and investigating cross-border aspects
- Design guidelines for rehabilitation programs for repeat infringers
- Stimulating the development of new generations of devices in order to install alcolocks as standard equipment on certain vehicles (hazardous goods transport and other heavy vehicles)
Social and economic Analysis

Other scenarios

• Mandatory installation on heavy vehicles
• Mandatory installation on buses and coaches
• Mandatory installation on all types of vehicles
This would reinforce a culture of road safety based on solid foundations!
More information?

Newsletters

www.etsc.eu

- Safety Monitor
- Drink Driving Monitor
- Speed Monitor
- Reviews & Policy Papers
- Fact Sheets

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Moltes gràcies