



Drink Driving Towards Zero Tolerance



# The implementation of alcolock as a deterrence measure

VI International Conference on  
European Traffic Policies  
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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**

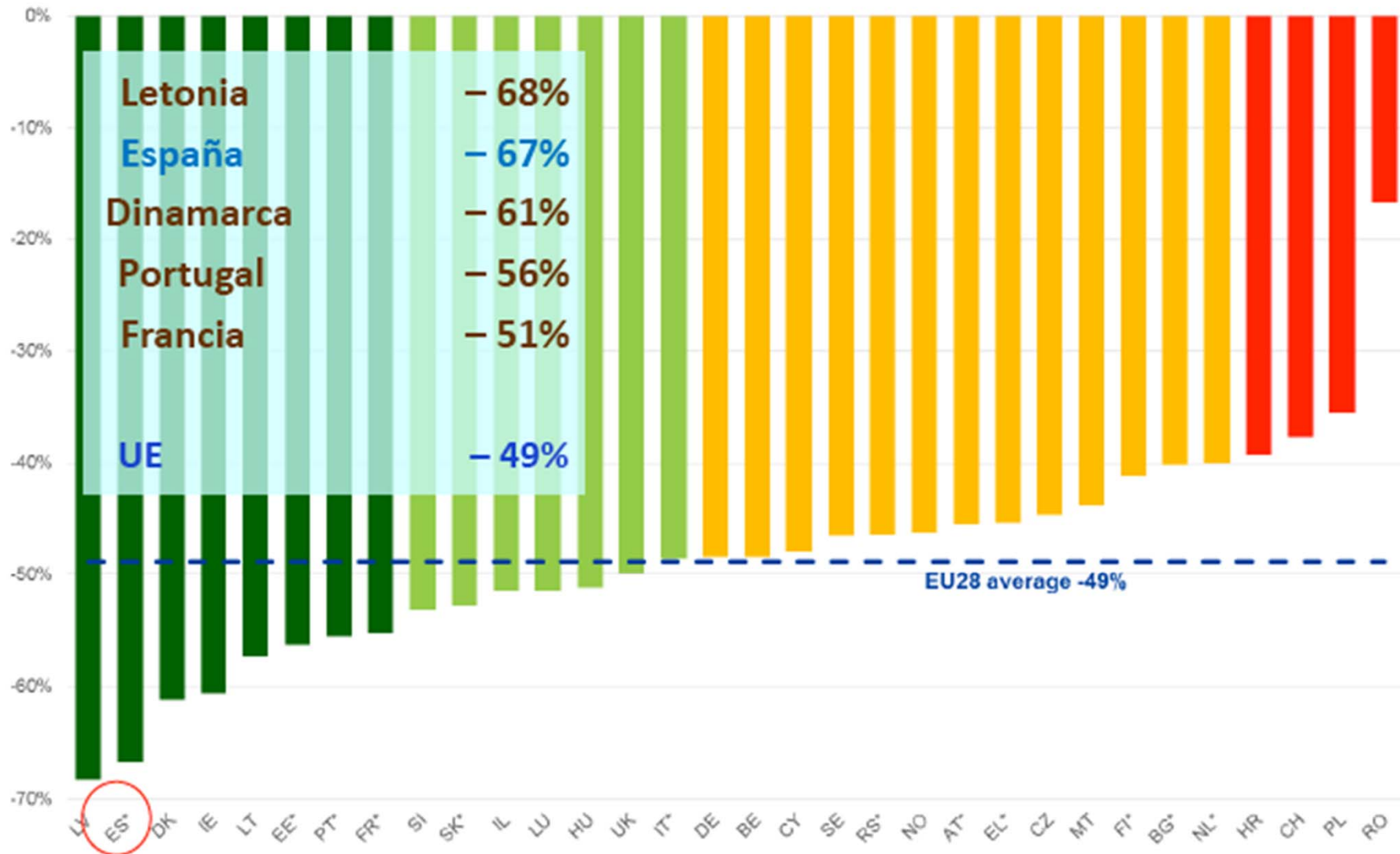


**Bike Pal  
Cyclist safety**

# Magnitude of the problem

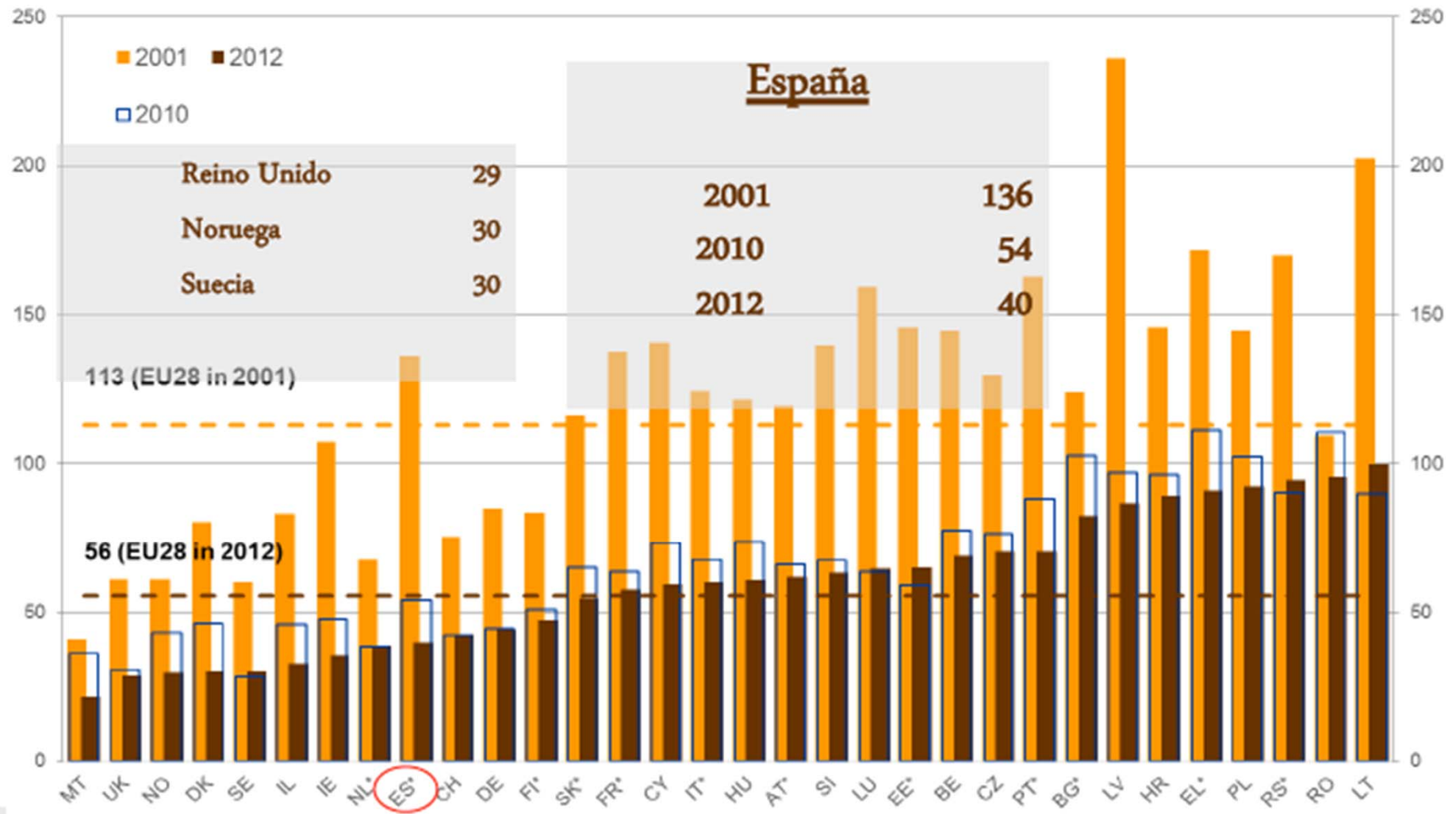
- **28,000 people died** on European roads in 2012
- About **313,000 serious injuries reported by the police**
- **1 fatality, 11 seriously injured, 40 wounded**
- Considerable economic impact (**2% of EU GDP or EUR 250,000 million**)
- **358,000** men and **113,000** women died in the EU, 27 in the last decade

# Evolution of accidents since 2001



# Where are we?

Deaths per million inhabitants. There is no country with more than 100 deaths per million inhabitants!



# What has changed?

1472 - ANNONCES L'ILLUSTRATION 4 OCTOBRE 1929

"UNE BONNE RECOMMANDATION"

NE PRENEZ JAMAIS LA ROUTE AUSSITOT APRES UN BON REPAS SANS UN PETIT VERRE DE LA MARQUE MONDIALE

# COINTREAU

LIQUEUR

# RICARD!

"sur toute la ligne"

Les Cheminots, qui ont besoin de tous leurs esprits, ont immédiatement adopté le **RICARD**

**A LA MARSEILLAISE!**

Le **RICARD** doit sa haute renommée à la "Marseillaise", son goût & sa classe de 25 à 30 degrés centigrades, et à sa pureté d'eau, seule liqueur d'exportation française de France.

Le "vrai" de Marseille. Et, bien sûr, son goût & sa classe.

# RICARD

LE VRAI PASTIS DE MARSEILLE

AGENCE GÉNÉRALE: BOURGEOIS, BRUNEL, BOURGEOIS, MARSEILLE - DÉPÔT: PARIS, LYON, CHARENTAIS, ORLÉANS, NICE, SOUSOIS, VALENTIGNEY

# The European context

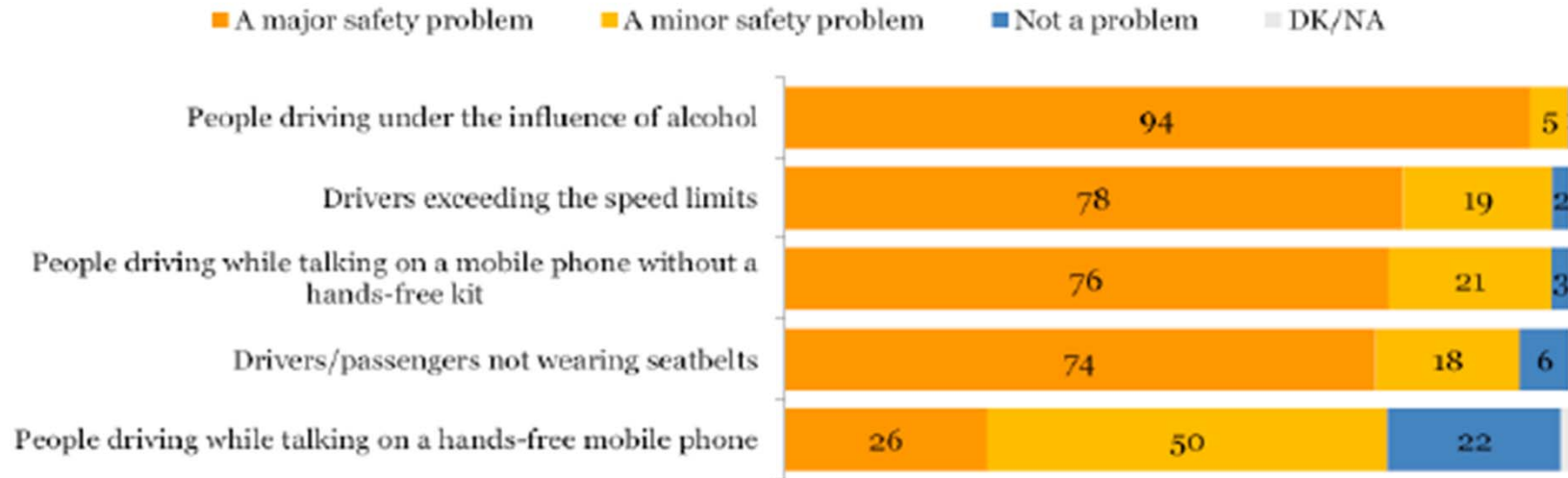
- In the European Union: up to 2% of users drive with illegal levels of alcohol
- 11% of the 28,000 deaths are due to drink driving in the Member States (25% according to the European Commission)
- Around 6,500 fatalities each year
- The leading cause of death on the roads in 16-24 year age group





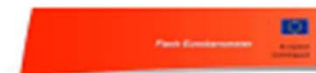
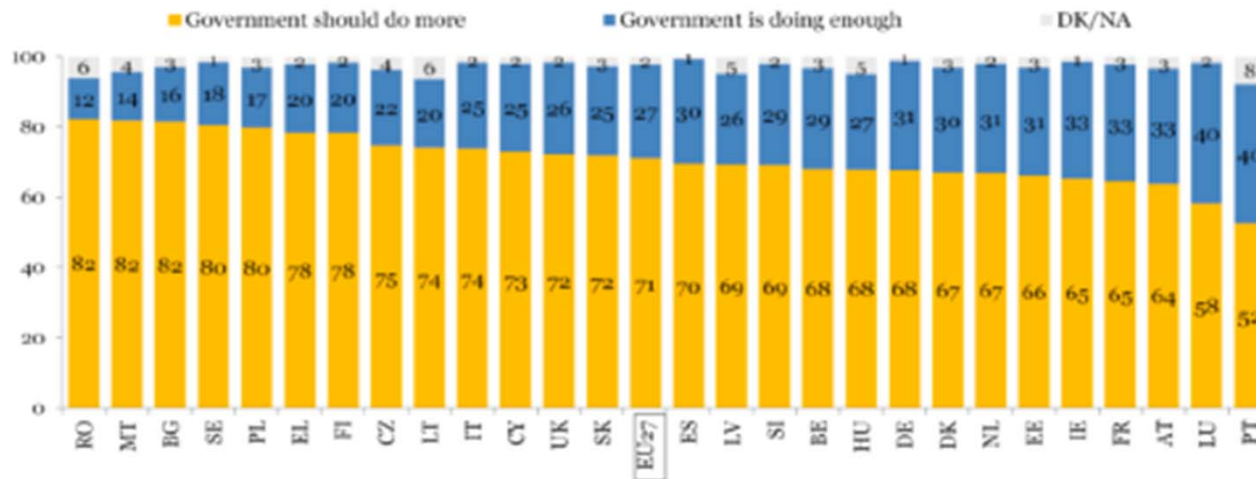
# Public opinion

## Perceptions of road safety problems in the EU



## Reduction of road safety problems by national governments

*People driving under the influence of alcohol*



# Maximum blood alcohol levels in the EU

- 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)

	Standard	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

# Controls

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.

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%
IL	122	1,0%			

*ETSC (2012), Drink Driving: Towards Zero Tolerance*

# Recommendations – Member States

- 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



# Alcolocks

Device consisting of a breathalyzer installed in the vehicle to detect the alcohol level on the driver's breath



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

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 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



# Alcolock use in the UE

	Pilot	Legislation in preparation	Rehabilitation	Commercial Transport	Voluntary in Commercial Transport
Austria	x			x	x
Belgium			x		x
Denmark			x	x	
Finland			x	x	x
France			x	x	
Germany	x	x	x		x
Netherlands			x		
Norway		x	x		x
Sweden			x	x	x
Switzerland		x	x		
EE/ES/IE					x

# The case of Finland

- 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”

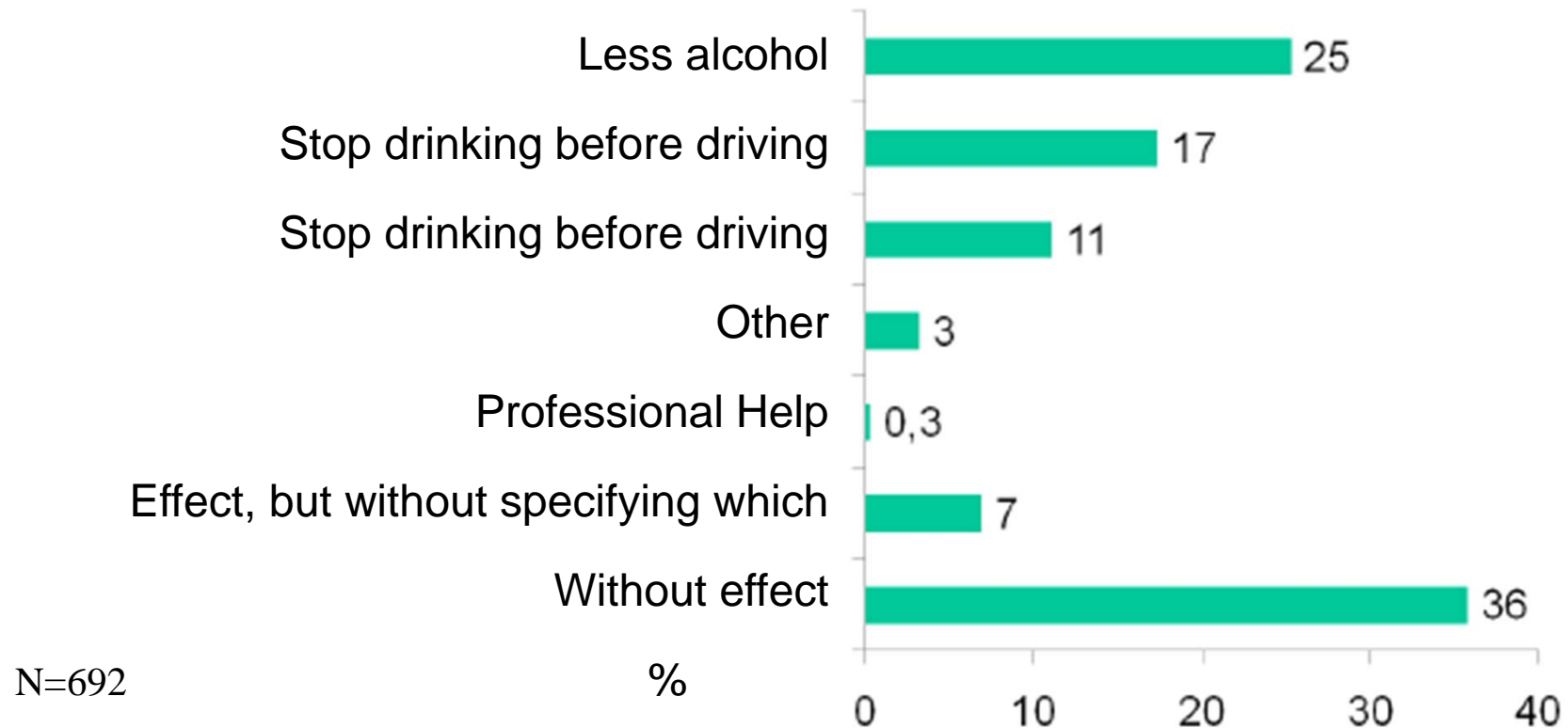
[http://www.trafi.fi/palvelut/julkaisut/2013\\_julkaisut/effectiveness\\_and\\_impact\\_of\\_alcohol\\_interlock-controlled\\_driving\\_rights](http://www.trafi.fi/palvelut/julkaisut/2013_julkaisut/effectiveness_and_impact_of_alcohol_interlock-controlled_driving_rights))

## **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

# Questionnaire

## Effects of alcolock on alcohol use



# Repeat offences with alcolock

- **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



112



103



105 (valid until 2014)

107



111



No specific code but with a supplementary certificate



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

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

[Ilyas.Daoud@etsc.eu](mailto:Ilyas.Daoud@etsc.eu)

*Moltes gràcies*



## 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

### EU News

#### Eurobarometer Drink Driving

A new Eurobarometer opinion poll findings include more correct answers regarding driving in their of respondents (20% fewer when asked for driving is an incorrect in awareness level Czech Republic, w

### Contents

EU News

Country News

### Drink Driving: Young Drivers and Reckless Offenders



Drink driving in  
commercial transport

p.4

Barometre\_\_ p.5

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