

Drink Driving Monitor

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

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19

Editorial

ETSC is delighted to announce the launch of SMART (Sober Mobility Across Road Transport), the new drink driving project which will follow on from the Drink Driving Policy Network programme for the years 2013-2016. Starting in October 2013, the SMART project aims to contribute to the reduction of alcohol-related road deaths and injuries through the identification and promotion of best practice in both policy and advocacy. The project will cover three main topics related to alcohol and drink driving: rehabilitation programmes for recidivists and first time high-level drink driving offenders; alcohol at the work place and best practices in addressing drink driving. Several events at national and European level will be organised in order to discuss the phenomenon of alcohol behind the wheel. SMART aims to reach all relevant stakeholders to raise awareness on the importance of sober driving. The SMART project receives financial support from The Brewers of Europe and represents the two organisations' joint commitment under the European Alcohol and Health Forum.

The 19th Drink Driving Monitor brings news from across the EU on steps to further improve drink driving legislation and enforcement. ETSC input to the European Commission study on Alcohol Interlocks will be presented as well as next ETSC events. Updates from KfV on the Austrian alcohol interlock trials together with interim results from BAST on its alcohol interlock pilot project and the ETSC's alcohol interlock barometer are also included.

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EU News

EC Study on Alcohol Interlocks

Following the publication of the EC Policy Orientations for the next decade, DG MOVE commissioned a consortium of three research bodies in the Netherlands (Ecorys, Swow and ADV Leiden) to conduct a European impact assessment on the possibility to make alcohol interlocks compulsory for certain types of vehicles or certain types of drivers. The study should be finalised by the end of this year and will focus, amongst other things, on data and analysis of costs, on the issue of retrofitting, and on the different alcohol interlock rehabilitation programmes currently underway and looking at what efforts countries have made to date to introduce them. The consulting group COWI is organising a wide consultation under the form of a questionnaire and a stakeholder meeting in Brussels in July. The questionnaire aims at gaining a picture of drink driving, including deaths and serious injuries in the EU Member States, for different road user groups and progress in introducing alcohol interlock programmes. It also tries to understand in those countries that have not yet done so what are the challenges. It finally addresses the role of the European Union in furthering the introduction of alcohol interlocks. Most of the questions are directed at the national level. Among the main recommendations proposed by ETSC to the EU there is the introduction of alcohol interlocks in a first phase to repeat offenders and professional drivers and then, once non-intrusive technologies are developed, to all vehicles. The results of the study will help the European Commission to decide whether it would be appropriate to envisage EU measures concerning these devices and eventually to define the scope of such measures.

European Alcohol and Health Forum Meeting

During the past European Alcohol and Health Forum meeting, organised on the 25th of April, ETSC announced the launch of a new drink driving project called SMART (Sober Mobility Across Road Transport) for the years 2013-2016. Graziella Jost, ETSC Director of Projects, gave a presentation on the contents and next activities ETSC will carry out starting from October 2013. The project will cover different topics related to alcohol and drink driving in the next three years: rehabilitation programmes for recidivists and first high-level drink driving

offenders; alcohol at workplaces and best practices in addressing drink driving. Several events at national and European level will be organised in order to set up discussions on the phenomenon of alcohol behind the wheels and reach all relevant stakeholders to raise awareness on the importance of sober driving. Main topics discussed during the meeting included also: global initiatives to reduce alcohol related harm and commitments to lower alcohol contents in drinks. The new chair of the forum John Ryan acknowledged the importance of the European Alcohol and Health Forum as one of the tools for the implementation of the EU Alcohol Strategy. This was confirmed by the preliminary results of the independent evaluation, the report of which should be available before the summer break. The report will identify further areas to enhance the effectiveness of the actions taken by the Forum members. The next EAHF meeting will take place in Brussels on the 21st of November 2013.

EU Driving Licences Committee to harmonise EU codes for Alcohol Interlocks

Current discussions on alcohol interlock programmes also focus on the way Member States ensure holders of foreign alcohol interlock driving licences respect national legislation. Different codes on the driving licences are used in different Member States. Many authorities already called for a harmonised European code on the driving licences and an amendment of Appendix III has been prepared by the Swedish Transport Administration to be discussed at the next EU Driving Licences Committee meeting in June. Code 05.09 and the text: "Restricted to vehicles equipped with an alcohol interlock" would facilitate the surveillance for the police while a transitional period of at least 2 years is foreseen before the new harmonised code must be implemented. This change may further encourage EU Member States to consider introducing alcohol interlocks rehabilitation programmes for drink driving offenders.

TISPOL alcohol checks around Europe

Results from the pan European TISPOL winter operation on drink and drug driving have been published. Out of 1,203,095 roadside breath tests for alcohol, 13,236 resulted positive. Motorists were also checked for drugs in the operation, and 1,830 offences were detected. The operation

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was organised in 29 countries between 10 and 16 December 2012. TISPOL President Koen Ricour said: "Police officers take the issues of drink- and drug-driving very seriously. That is why police officers across Europe are patrolling the roads throughout the year and not just for a few days before Christmas. The impact of losing a loved one due to the selfish actions of a drink- or drug-driver is unimaginable, and we are committed to doing all we can to bring down the number of casualties". TISPOL actively works to find and punish people who choose to ignore the rules and drive after consuming alcohol and/or drugs and urges every driver to be sober and 'clean' on every journey. It is the opinion of Police across Europe that even one drink-driver is one too many. TISPOL works towards a united approach, together with other stakeholders, governments and road safety organisations to provide effective deterrent messages. At the same time TISPOL will continue to seek out drink drivers and drug drivers who ignore the warnings, putting their own lives and the lives of other innocent road users at risk. The next pan European operation on drink and drug driving will take place in the summer.

TISPOL is also organising their International Road Safety Conference on 1st and 2nd October 2013 at the Radisson Blu Manchester Airport Hotel. The conference programme is available online at the following link www.tispol.org/theconference2013, and will gather a broad mix of expert high-level police, government officials and academic speakers from across Europe.

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Ireland

Rehabilitative/driving awareness courses for recidivist drink driving offenders along with the feasibility of alcohol interlocks appear as key measures to tackle drink driving within the new Irish road safety strategy 2013-2020 which was launched in Dublin last March on the occasion of the Road Transport Safety Conference on Serious Injuries. The new strategy aims to close the gap between Ireland and other, safer EU countries. The conference was organised by the Department of Transport, Tourism & Sport and the Road Safety Authority (RSA) as part of the Irish European Presidency. Overall, the new Strategy sets out to

reduce road deaths in Ireland to 25 per million population or fewer (124 road deaths per year) and to reduce serious injuries to 61 per million population or fewer (330 per year) by 2020. The event gathered around 300 representatives from international associations, NGOs, EU and national experts with Commissioner Kallas performing the opening address. The strategy itself was launched by the Transport Minister Leo Varadkar. Ireland is currently the fifth safest country in the EU when it comes to road deaths and a number of recent measures specifically adopted by the Irish government to tackle drink driving, including mandatory alcohol breath testing and a lower BAC limit in force since 2011, helped to dramatically reduce road deaths related to alcohol.

Scotland

In September 2012, the Scottish Government launched a public consultation for a lower drink driving limit in Scotland, from 0.8g/l to 0.5g/l for all drivers. At the end of March outcomes from the consultation were showed. Formal discussions will now take place with the police and the UK Government to bring in a lower limit in Scotland and ensure an adequate drink driving enforcement. The Justice Minister Kenny MacAskill said: "Drink driving can shatter families and communities and we must take action to reduce the risk on our roads". The approval of the Scotland Act 2012 last May gave the Scottish Government the power to prescribe its own drink driving limit and be in line with the EC 2001 Recommendation and most of other European Countries. A total of 74% of those who responded to the Scottish Government consultation, among which ETSC, support a reduction in the limit, of which 87% agree with reducing it to 0.5g/l. The main outcomes envisaged for these proposals were fewer road accidents, fewer casualties and the reduced risk of road accidents. Respondents cited a number of other measures that could be considered in order to tackle drink driving and these included a zero limit, differentiated limits, the provision of clear information and an education/publicity campaign, consistent enforcement, stricter penalties, consideration of preventative measures, and support for additional powers for Scotland. Before the lower limit is introduced, the Scottish Government will also have to consider issues such as how motorists driving into Scotland from England are made aware of the lower limit. Once

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these issues will be developed over the next few months the Scottish Parliament will be asked to approve regulations to lower the limit.

Germany

The Federal Highway Research Institute (BASt) launched an alcohol interlock pilot project on July 2011, lasting until end of December 2013. The main focus of the project is the development of a comprehensive programme on the use of alcohol interlocks as an additional measure to psychological rehabilitation for drink driving offenders in Germany. Expert surveys together with literature analysis were conducted as input for the creation of a widely accepted innovative concept to be implemented at a national level. These led to the conclusion that the use of alcohol interlocks may be of benefit to improve road traffic safety. What emerged from the research is that recidivism rates are lower compared to full suspension measures. However, recidivism rates increase after de-installation. Expert interviews revealed that most of the interviewees have a good knowledge about the functioning of alcohol interlocks (68%) and implementation of alcohol interlock programmes in other European countries (54%). In addition, the majority of experts evaluate the introduction of alcohol interlocks as a good option to enhance traffic safety (64%).

The survey also revealed that legal regulations for issuing an alcohol interlock restricted licence to drink driving offenders are missing in Germany. As a consequence, a possible amendment to the German Driving Licensing Regulation was developed within the project in consultation with the German Ministry of Transport and sent to the Ministry of Justice for approval.

Next steps foreseen by BASt will include advocacy work with the competent ministries, stakeholders and politicians, and the set up of an international workshop where EU countries that already established alcohol interlock programmes for drink driving offenders as well as national decision makers will be invited in order to exchange experiences and guide Germany through best practice of alcohol interlocks programmes. The BASt project will be finalised in December 2013. The need of a field trial is highlighted by the Institute that will work to further promote the

establishment of alcohol interlocks legislation and to design a new project to implement the field trial.

Belgium

The Belgian Road Safety Institute (IBSR/BIVV) published the latest figures concerning police checks carried out during Christmas holidays and the whole month of January, based on data collected by the federal traffic police and all the local police stations. The figures show that between the 14th of December and the 28th of January 2013, more than 270,000 drivers were checked by the Belgian police. Out of this number, 7,937 drivers resulted positive to the alcohol testing (2.9%) with 2,489 driving with a BAC limit between 0.5 and 0.8g/l and 2.0% between 0.8 and above. Most of the drivers who were controlled resulted negative to the alcohol breath testing (97.1%). Compared to last year a slight reduction in the number of positive checks is noted, with 3.3% of drivers found driving under the influence of alcohol in 2011. Since the beginning of the BOB campaign these are the lowest numbers of drivers found positive to alcohol ever recorded, with on the other hand the highest number of police controls in Belgium. During these two months in fact more than 270,000 alcohol breath testing were conducted by the police, going even beyond the target initially set at 250,000 alcohol controls. However, also this year the highest percentage of road crashes where alcohol appears as the main cause occurred during a weekend night: 37.1% of the alcohol checks conducted after a road collision resulted positive during a weekend night compared to 6.7% during the day. Eighty-nine people who were about to get into their cars were also tested: 30.3% (27) were under the influence; 4.5 % (4) had a BAC limit between 0.5 et 0.8g/l and 36.4% (23) had a BAC of 0.8g/l or more.

Germany

On the 9th of April, DEKRA organised a conference on the topic "Risks of drink driving – A road safety perspective". Around 200 representatives attended the event in the Representation of the State of Baden-Württemberg to the European Union and followed the presentations on the potential fields of application of alcohol interlocks and the risks of drink-driving. In his opening speech, Dr. Dieter-

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Lebrecht Koch MEP reiterated the strong support of the European Parliament for alcohol interlocks and their request from their 2011 Report for the European Commission to prepare a proposal for a Directive for their introduction. Expert presentations were delivered by Prof. Dr. Wolfgang Schubert, Head of Unit Traffic Psychology at DEKRA Automobil GmbH and President of the German Traffic Psychology Society (DGVP) and Professor Dr. Wolf-Rüdiger Nickel (DGVP/ICADTS), who gave an overview of alcohol interlocks and the way they work, their policy framework and progress in Germany to date in the research. They also gave an update on progress to launch field trials and explore changes in the legislation needed for their more widespread introduction in Germany.

The conference also promoted the newly published book entitled: "Best Practice Alcohol Interlock: Research into Alcohol Interlocks for Drink Drivers: Literary review, Evaluation and Design Perspectives". The new book is currently only in German but an English summary is under preparation. The book gives a comprehensive overview of alcohol interlocks. In their forewords both Dieter Liebrecht Koch MEP and Anton Hofreiter MdB state their strong support for advancing the use of alcohol interlocks to improve road safety. Link to the publication and presentations at the DEKRA event can be found at the following links:

<http://shop.kirschbaum.de/shop/artikeldetail.aspx?ID=f65f8b29-d159-4bd1-b7ba-bae5c3e046f&IA=1>

http://www.moving-roadsafety.com/wp-content/uploads/2013/04/130409-Nickel-Alkohol-Interlock-Br%C3%BCssel_2013.pdf

<http://www.moving-roadsafety.com/wp-content/uploads/2013/04/130409-Drinking-and-Driving-Br%C3%BCssel-Trinkversuch-EF.pdf>

Austria

From September 2011 to February 2012, an alcohol interlock trial for professional drivers of heavy vehicles was carried out by the KFV (Austrian Road Safety Board). The trial focused particularly on evaluating the acceptance of alcohol interlocks among drivers and transport companies. Approximately 60% of drivers felt that the alcohol interlock was easy to use. An

improvement in traffic safety after the adoption of alcohol interlocks was expected by 70% of drivers. Half of the involved transport companies were in favour of providing for alcohol interlock use in legislation. A third preferred to increase alcohol interlock use on a voluntary basis. Of all transport companies, 16% were in favour of making alcohol interlocks standard equipment in buses, lorries and combination vehicles. As a result of the trial, the Austrian Road Safety Board recommends alcohol interlock use particularly in sectors with high driver responsibility (e.g. school transport). The Austrian Road Safety Board is currently conducting another pilot project on alcohol interlocks for the rehabilitation of drink driving offenders to shorten or replace their driving bans. The objective is to extend the use of alcohol interlocks and to consider drafting new legislation.

In addition KFV is now starting new projects on alcohol interlocks involving school bus drivers as well as taxi drivers. The first project involves three school bus drivers who started to drive with an alcohol interlock last March. They are located in Braunau, Upper-Austria. The drivers will drive with the devices for 8 months until October/November this year. Further projects involving taxi and school bus drivers are going to be launched in the near future.

Norway

Norway is currently working on an alcohol interlock programme targeting drink driving offenders found with a BAC limit of 1.2g/l or above as well as recidivist offenders. In June 2011 a multidisciplinary working group was established by the Ministry of Justice and the Ministry of Transport and Communications with the aim of presenting preliminary proposals to the Norwegian Road Traffic Act and Penal Code to improve road safety and prevent driving under the influence of alcohol. The working group issued a comprehensive report in September 2012 containing several initiatives and proposals to include the use of alcohol interlocks in the existing 'Driving under the Influence Prevention Programme'. These initiatives and a public consultation on the report could form the basis of draft proposal for amendments to the relevant legal acts to be voted in 2014 and implemented in 2015.

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Finland

An alcohol interlock study has been recently published to examine the effectiveness and impact of alcohol interlocks on road users. In Finland, alcohol interlocks rehabilitation programmes have been in force since 2008, based on the positive experiences gained during a three-year trial. The study consisted of a survey sent to all drivers who chose alcohol interlocks, email surveys sent to police departments, district courts and alcohol interlock importers, as well as interviews of health care representatives and drivers.

From the introduction of alcohol interlocks in rehabilitation in 2008 to 2012, a total of 1,687 drivers chose to have this tool installed in their cars. Of all drivers, 54 (3.3%) were caught driving while intoxicated during their period of alcohol interlocks rehabilitation.

Most drivers said that the alcohol interlock had affected their alcohol use and helped them avoid driving while intoxicated. Roughly a third of all drivers said they had kept or would keep the alcohol interlock in voluntary use after the end of the probationary period. The average length of alcohol interlocks programme was slightly less than 18 months. Persons convicted of driving while intoxicated perceived the alcohol interlock in different ways. On the one hand alcohol interlocks were seen as a problem, a nuisance in everyday life and a shameful reminder of driving while intoxicated. On the other hand, the alcohol interlock was considered a helper, an aid in life management and safe travel companion, which prevented further mishaps. Most drivers felt exhaling into the interlock in public to be awkward. A tenth of all drivers concealed the existence of the alcohol interlock from everyone but their own family, and a few drivers even concealed it from their families. A more comprehensive description of the study and its outcomes can be found here: <https://www.tispol.org/news/spotlight/finland-update-alcohol-interlock-effectiveness>

Portugal

The Portuguese Police conducted a one-day alcohol operation in late January. The enforcement marathon lasted 24 hours and was carried out all over the country. Drivers were

informed about the alcohol operation through media and press. A total of 9,056 drivers were controlled during the operation which involved 2,237 police officers. There were 317 detections of drivers above the alcohol limit (115 were detained above 1,20g/l). This was the first 24-hour national alcohol enforcement in Portugal this year. The activity is part of the Police measures and strategy against drinking and driving, which is known to be one of the major collision causes in Portugal.

Germany

The North Rhine-Westphalia police reinforced alcohol breath testing for drivers during last Carnival holidays. For last year's Carnival period, 146 traffic collisions involving alcohol occurred. During this time one person was killed, 10 people were seriously injured and 45 slightly injured. The police stopped 61,155 drivers during the Carnival days: 16,473 drivers were suspected of being over the alcohol limit and had to undergo an alcohol breath-test. In 471 cases the test was positive. In addition, 298 cases were identified of driving under the influence of drugs. "A few hours of sleep are not enough to be sober again. Residual alcohol in the body can have consequences the next morning. Everyone has it in their own hands not to drink alcohol when driving to avoid accidents and their consequences. Those who still think that drinking and driving is a minor offence cannot expect any indulgence from the police", said the North Rhine-Westphalia Minister of Interior Ralf Jäger.

Denmark

In a survey published by the Danish Road Safety Council, and the Tryg Traffik Foundation, more than 98% of the interviewed said they consider drinking and driving socially unacceptable or highly unacceptable. A very large majority of the population separate drinking from driving with the result that over the last ten years the number of people killed in alcohol related accidents dropped significantly. When asked about their attitudes towards different road traffic offenses, drinking and driving appears among those mainly avoided. Among 1,010 people interviewed, 81% said that none of their friend would get into their cars after drinking. More than half also stated that it is very likely that

ETSC Events

they will stop others from driving if they had drunk too much. Figures from the Danish Road Directorate showed that over the past decade, 898 people died and 4,973 people have been injured in a traffic accident where there has been at least one drunk driver.

Safe and Sober Seminars

ETSC next "Safe & Sober" Seminars will take place in Estonia and Latvia. The first one will be organised on the 22nd of May in Tallinn in the Estonian Parliament with the support of the Estonian Police and the Estonian Road Administration. This event will be followed by a similar one co-organised with the Latvian Road Traffic Safety Directorate on the 23rd of May in Riga. Another seminar is planned in Belgium in the Federal Parliament on the 5th of September. The events will address the implementation and use of alcohol interlocks, focusing particularly on rehabilitation schemes and their voluntary use in commercial transport. The seminars will also provide an opportunity to debate and exchange good practice examples with an array of European experts and companies which have implemented alcohol interlocks.

Alcohol Interlock Barometer

ETSC's alcohol interlock legislation barometer gives an update on the "weather" for new legislation on introducing the use of alcohol interlocks either within the commercial or rehabilitation context.

Country \ Legislation	Pilot project ongoing	Legislation in preparation	Legislation in discussion in Parliament	Legislation adopted	Legislation in implementation	Rehabilitation	Commercial Transport	Voluntary use of interlocks in commercial transport
Austria	✓ for school and commercial drivers						✓	✓
Finland				✓	✓ for school buses and daycare transport	✓	✓	✓
Sweden				✓	✓	✓	✓	✓
Netherlands				✓	✓	✓		
France				✓	✓	✓	✓ for school buses	
Belgium				✓	✓	✓		✓
Denmark				✓		✓	✓	
Germany	✓	✓				✓		✓
United Kingdom								✓
Switzerland		✓				✓		✓
Norway		✓				✓		✓



European Transport Safety Council

Members

Accident Research Unit, Medical University Hannover (D)
Association Prévention Routière (F)
Austrian Road Safety Board (KFV) (A)
Automobile and Travel Club Germany (ARCD) (D)
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Chalmers University of Technology (S)
Confederación Nacional de Autoescuelas (CNAE) (ES)
Confederation of Organisations in Road Transport
Enforcement (CORTE) (Int)
Czech Transport Research Centre (CDV) (CZ)
Danish Road Safety Council (DK)
Dutch Safety Board (NL)
European Federation of Road Traffic Victims (FEVR) (Int)
Fédération Internationale de Motocyclisme (FIM) (Int)
Finnish Motor Insurers' Centre, Traffic Safety
Committee of Insurance Companies VALT (FIN)
Finnish Traffic Safety Agency (Trafi) (FIN)
Flemish Foundation for Traffic Knowledge (VSV) (BE)
Folksam Research (S)
Fondazione ANIA (I)
German Road Safety Council
(Deutscher Verkehrssicherheitsrat) (DVR) (D)
Global Road Safety Partnership (Int)
Hellenic Institute of Transport (HIT) (GR)
Institute for Transport Studies, University of Leeds (UK)
INTRAS - Institute of Traffic and Road Safety,
University of Valencia (ES)
Liikenneturva (FIN)
Lithuanian National Association Helping Traffic Victims
(NPNA) (LT)
Motor Transport Institute (ITS) (PL)
MOVING International Road Safety Association e.V. (Int)
Norwegian Abstaining Motorists' Association (NO)
Parliamentary Advisory Council for Transport Safety
(PACTS) (UK)
Ran Naor Foundation (IL)
Road and Safety (PL)
Road Safety Authority (IE)
Road Safety Institute Panos Mylonas (GR)
Road Traffic Safety Agency, Republic of Serbia (SRB)
Safer Roads Foundation (UK)
Slovenian Traffic Safety Agency (SI)
Swedish Abstaining Motorists' Association (MHF) (S)
Swiss Council for Accident Prevention (bfu) (CH)
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