

# **“Safe & Sober: Reducing deaths and injuries from drink driving”**

**Madrid, 12 March 2009**

## **Drink Driving in Europe**

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# Introduction to ETSC

## A science-based approach to road safety policy

- Bringing together 41 organisations from across Europe to promote science based transport safety measures at EU level.
- More than 200 experts contributing to ETSC's Reviews, Policy Papers, Newsletters, Positions, Press Releases, etc.
- 10 Secretariat staff members do their utmost to insert the knowledge of ETSC members and experts into EU transport safety policy-making
- The European Commission, member organisations, member states and corporate sponsors are funding our work.
- 2 Drink Driving programmes: "Safe & Sober" and " Drink Driving policy network".

# “Safe & Sober” Campaign

## Safe & Sober...

- is a co-operation between the VOLVO Group and ETSC
- is a 3 year programme (January 2007 – December 2009)

## Safe & Sober aims at...

- improving local, regional and national policies for the prevention of Drink Driving in commercial transport;
- identifying and promoting best practice;
- addressing measures relating to education, enforcement and engineering.

# Road Safety in Europe

- Around 43,000 deaths in the EU in 2007
- If current trends continue the EU target will only be reached in 2017
- Around 3.5 million injuries
- EU Socio-economic cost: €200 billion

# Drink Driving in the EU

- Up to 10,000 road deaths (25%)
- causes 30-40% of driver deaths
- Drink driving in traffic flow: EU 1-2% of drivers (illegal BAC)



# Numbers of drink driving deaths?

Proportion of drink driving deaths in all deaths (2005)	
Austria	6%
Switzerland	19%
France	29%
Poland	8.4%



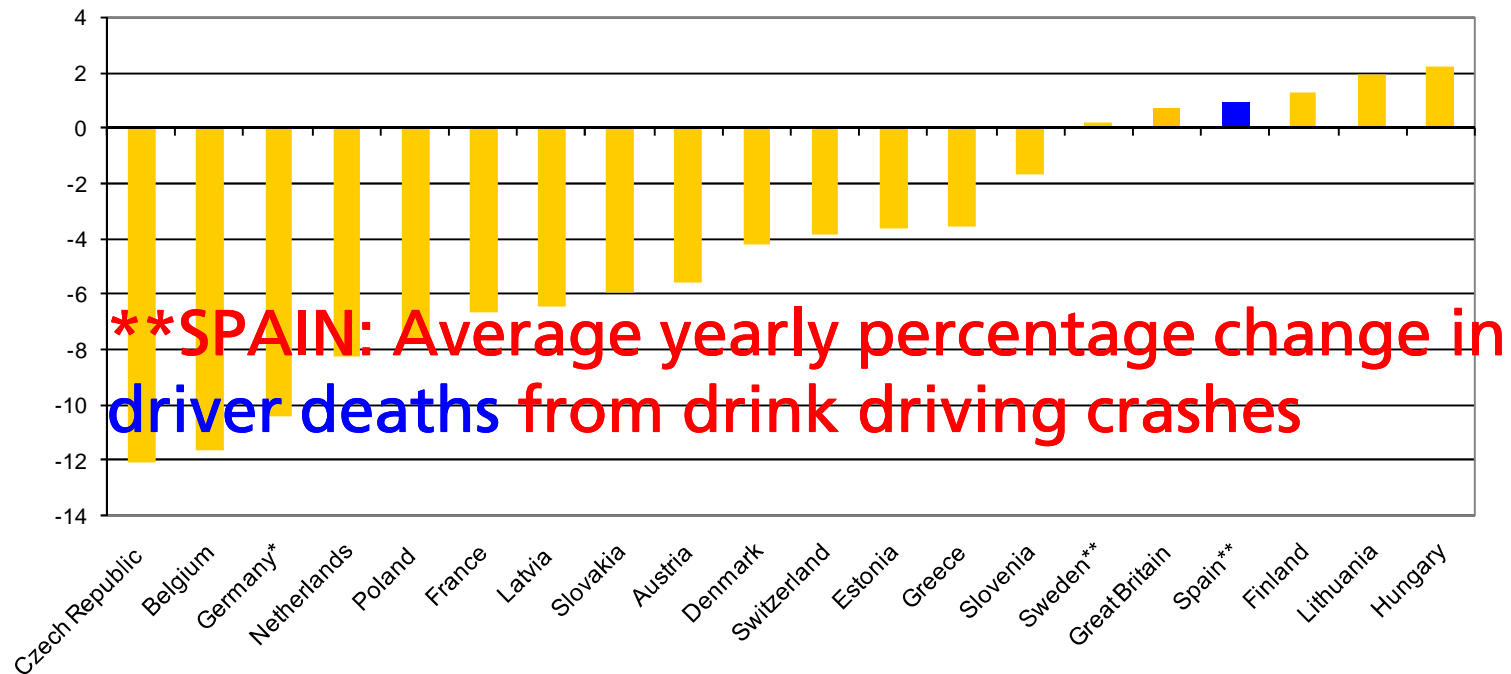
Each country has its own way of identifying deaths from drink driving accidents, so these percentages cannot be compared.



But changes over time can be compared as long as reporting mechanisms have not changed.

# Changes in drink driving deaths

Average yearly change in road deaths resulting from crashes related to drink driving (in %, 1996-98 to 2005 )



\*Average yearly percentage change in drivers involved in fatal drink driving crashes

\*\* Average yearly percentage change in driver deaths from drink driving crashes

# An incomplete Picture

- Costs of autopsy of killed drivers – high especially when killed driver cannot be punished
- Testing people killed in accidents may be legally prohibited in some countries
- Sometimes results not reported back to the Police for reasons of privacy
- Time consuming routines: Police may have to make formal requests to the hospitals to get the results of the autopsy
- Death occurs several days after the collision – too late to check the BAC
- Incomplete or no publication

# ETSC's recommendations

- A common BAC limit
- Enforcement of existing legislation
- Alcolocks

# BAC limits across the EU

## Very different BAC limit (mg/ml)

**0,0** (Czech Republic, Hungary, Romania, Slovakia)

**0,2** (Estonia, Poland, Sweden)

**0,4** (Lithuania)

**0,5** (Austria, Belgium, Bulgaria, Cyprus, Denmark, Finland, France, Germany, Greece, Italy, Latvia, Luxembourg, Netherlands, Portugal, Slovenia, Spain)

**0,8** (Ireland, Malta, United Kingdom)

**But: A limit needs to be enforced!**

# Drink Driving enforcement 1

- EC Recommendation on Traffic Law Enforcement in 2003.
- Highest level of checks (2004): Finland, Estonia, Sweden, the Netherlands.
- Lowest levels (2004): Italy, UK, Belgium.
- Sartre-3-Survey (2004): Only 26% of drivers in the EU were checked (2001-2004).



# Drink Driving enforcement 2

## Austria:

- Introduction of roadside alcohol tests 2005.
- -20% Drink Driving deaths (2005-2006).

## Switzerland:

- Introduction of 0.5 BAC limit and random breath testing in 2005.
- -25% fatal Drink Driving accidents (2005-2006).



# Enforcement: Alcolocks

- Alcolock acceptance: 34% of EU drivers are in favour (2003).
- Legislation for alcolock use in rehabilitation programmes : Finland (adopted) Sweden, Netherlands, France, UK, Belgium (under preparation)
- Alcolocks in Commercial Transport: Austria, France, Finland, Sweden, Slovenia, Belgium
- Alcolocks in school buses in France



# ETSC's EU recommendations

## BAC limit:

- Introduce a maximum BAC limit in the EU of 0.5 mg/ml (0.2 mg/ml for commercial drivers).

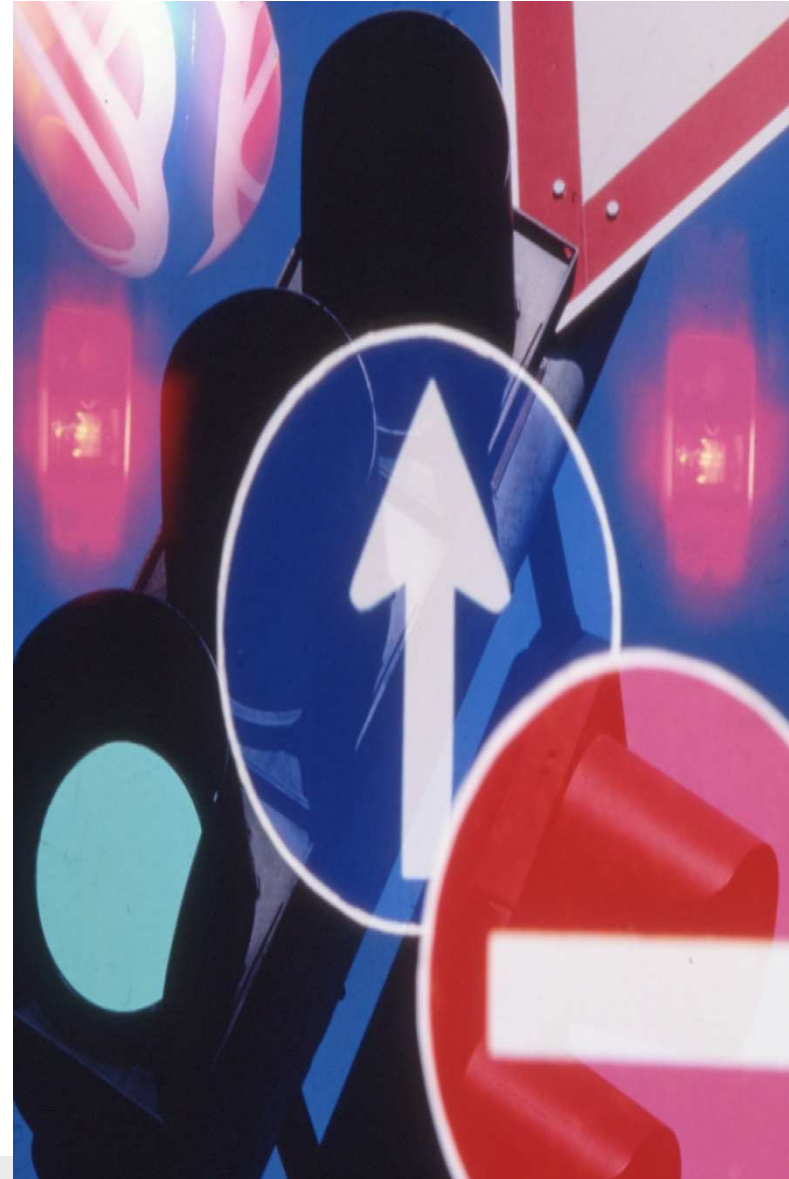
## Enforcement:

- Transpose the EC recommendation on enforcement as part of a legally binding directive.
- Adopt the Cross Border Enforcement Directive swiftly to include drink driving offences.
- Promote alcolocks for commercial transport and recidivist offenders and set up best practice guidelines.

# Next Steps to reduce drink driving after 2010?

**Read ETSC's  
Blueprint  
for the EU's 4th Road  
Safety  
Action Programme**

**Participate European  
Commission  
Consultation  
23 April 2009,  
Brussels**



# ETSC: find out more...

- **Safety Monitor**
  - **Drink Driving Monitor**
  - **Speed Monitor**
  - **Reviews & Policy Papers**
  - **Fact Sheets**
- 
- **PIN CONFERENCE**  
**June 22<sup>nd</sup>**

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## Editorial

The fate of the new Cross Border Enforcement Directive hangs in the balance. The Directive proposal foresees a system that would transmit and communicate drink driving offences between Member States alongside others priority areas. Member States have not been able to reach a common position on a way forward on the Directive following months of discussions. Member States have not been able to find agreement on the EC's proposal and if this Directive belongs under the first pillar (transport policy) about two thirds of the Member States would like to see a legislative instrument elaborated under the third pillar (Police and Judicial Co-operation). Although there is a large consensus amongst Transport Ministers that the objective of the Directive, for more co-operation in the field of enforcement and reaching the EU 2010 target of halving road deaths, are important priorities no compromise was reached. It is now up to the leadership of the Czechs and the Swedes who take up the EU Presidency this year to find a way forward.

Whilst the European Council was split on the matter the European Parliament gave their overwhelming support to the proposed Directive with the adoption of their Report in the Plenary on the 17th of December. MEPs favour a solution under the first pillar, they believe that road safety touches upon their constituents daily lives. Moreover if the Council decides to go down the route of developing a third pillar instrument, this would exclude the European Parliament from the decision making process, at least until the future implementation of the Lisbon Treaty.

This Drink Driving Monitor also brings news from across the EU of steps to further improve drink driving legislation: Zero Tolerance of drink driving (Hungary), a government consultation on introducing targeted breath testing and lowering the BAC limit (UK) and running the seasonal campaigns linked to increased drink driving enforcement (TISPOL). ETSC's alcolock legislation barometer has been updated to include also countries that are using alcolocks within the commercial context.

The Monitor includes an interview with Charles Mercier Guyon a medical doctor, member of ETSC's French member Association Prévention Routière and a renowned drink driving expert in France. He explains progress on the French government's plans to develop a new nationwide programme for drink driving rehabilitation with alcohol interlocks.

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