

Drink driving European Commission Guidelines

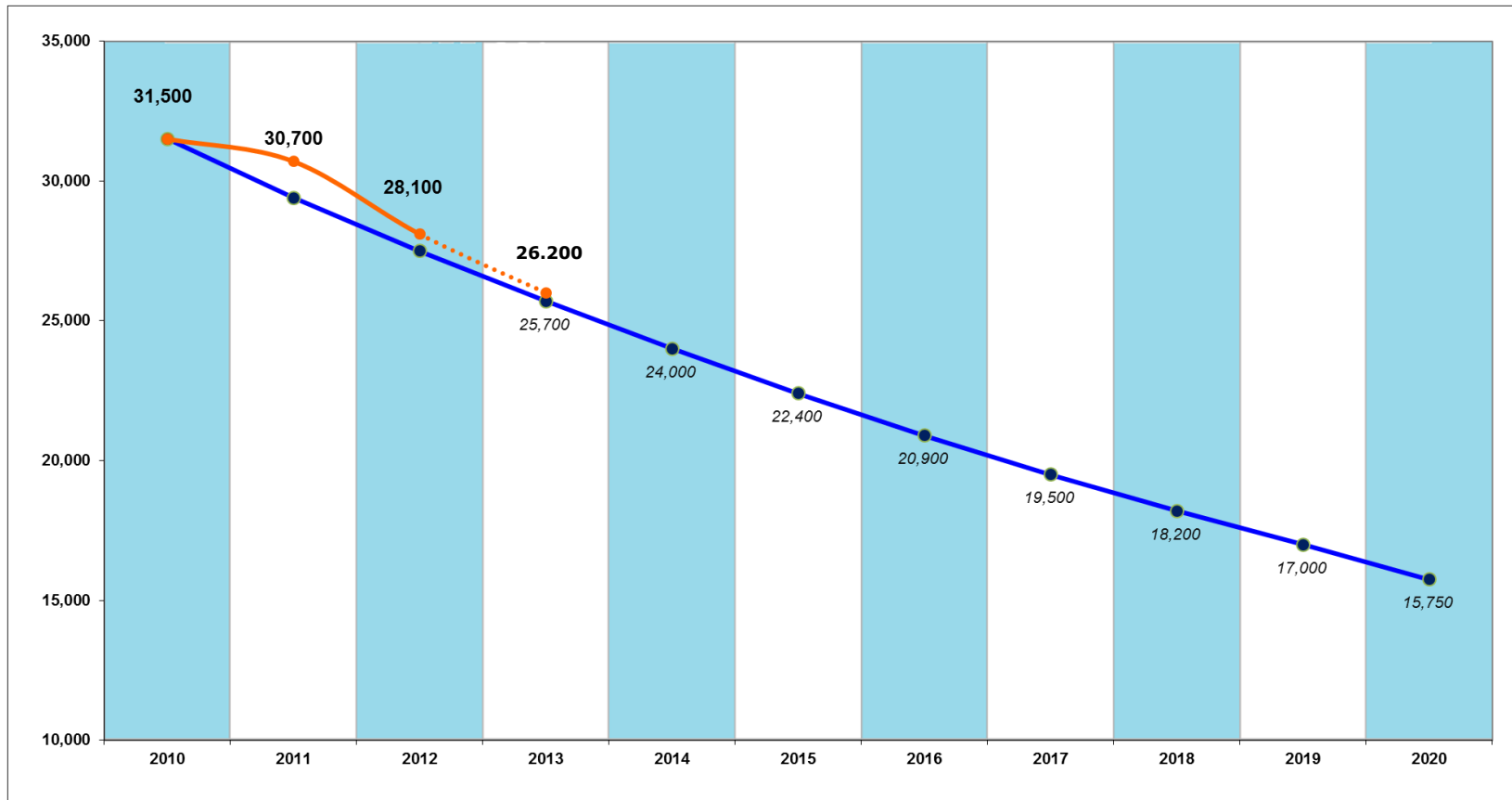


Roberto FERRAVANTE

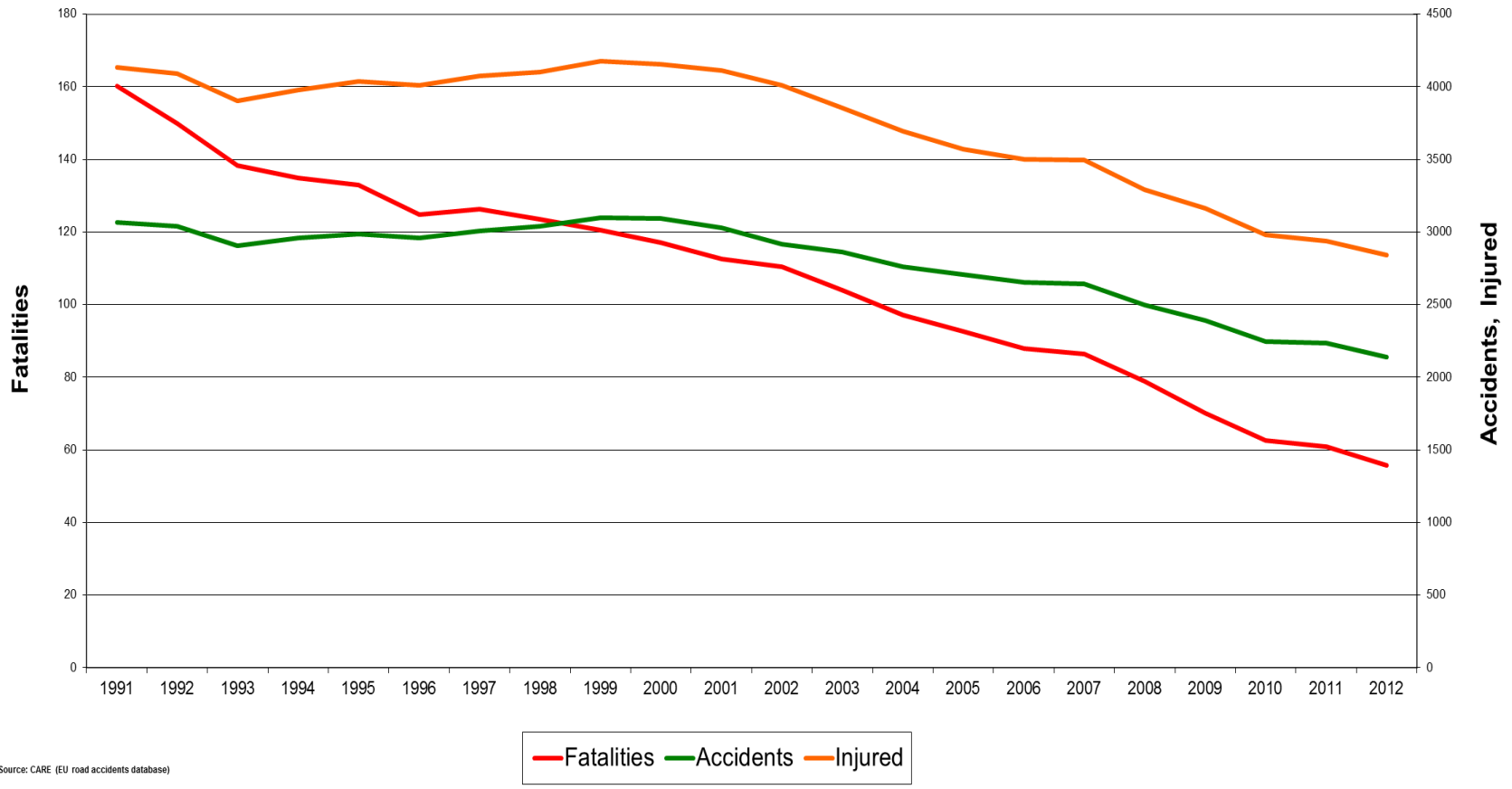
**Deputy Head of the Road Safety Unit
Directorate-General for Mobility and Transport
European Commission**

Rome, 3 April 2014

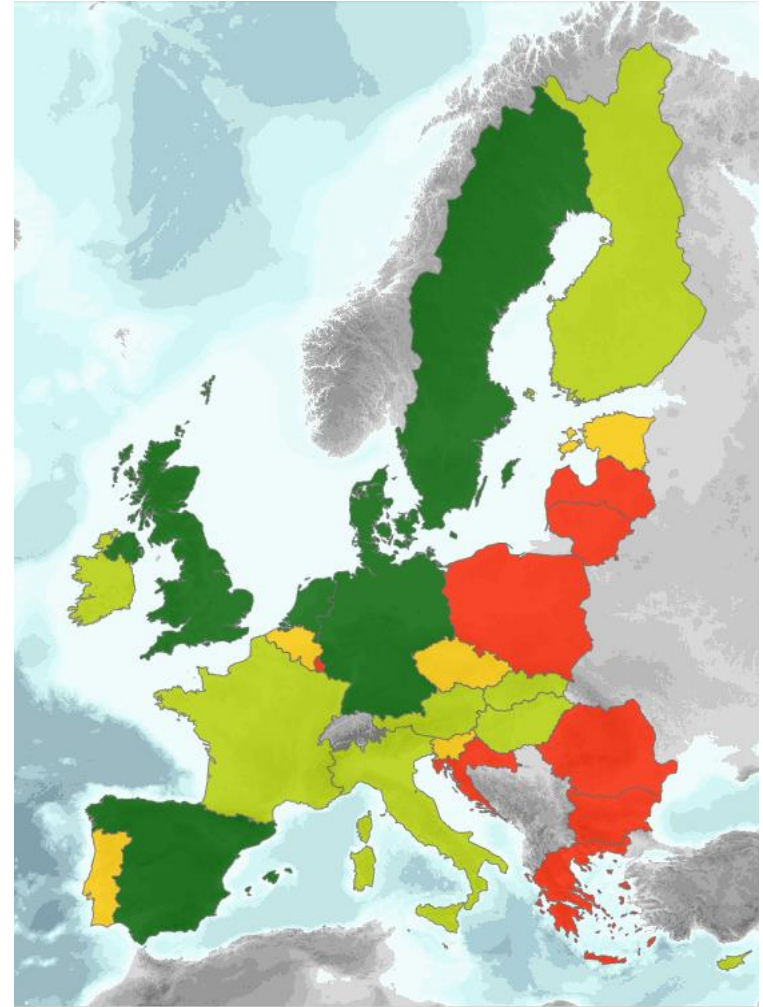
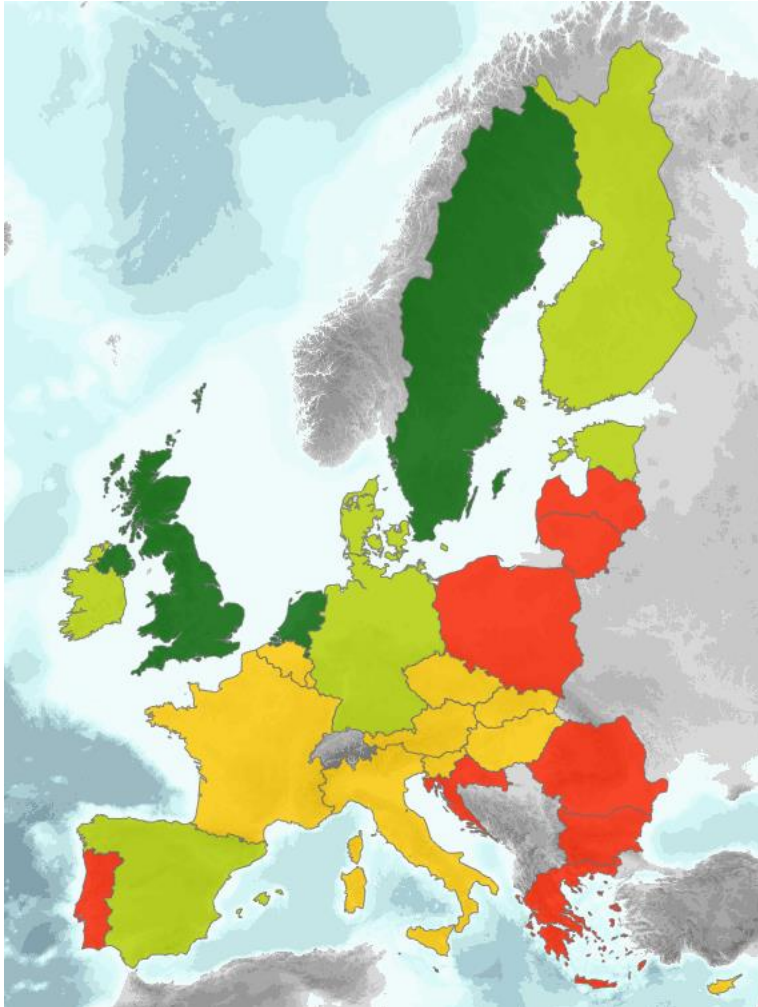
Road fatalities in EU-28 2010-2020



Evolution of fatalities, accidents and injured by population EU



Fatality rates 2010 and 2013



Alcohol and road safety Quantifying the problem

TISPOL organised a pan European operation between 9 and 15 December 2013 in 31 countries. The police conducted **1,141,058** roadside breath tests for alcohol, of which **15,305** were positive.

1.34 % of drivers under the influence of alcohol

<https://www.tispol.org/news/articles/results-tispol-december-alcohol-and-drug-enforcement-operation>

Alcohol and road safety

Quantifying the problem

Definition of alcohol related fatalities:

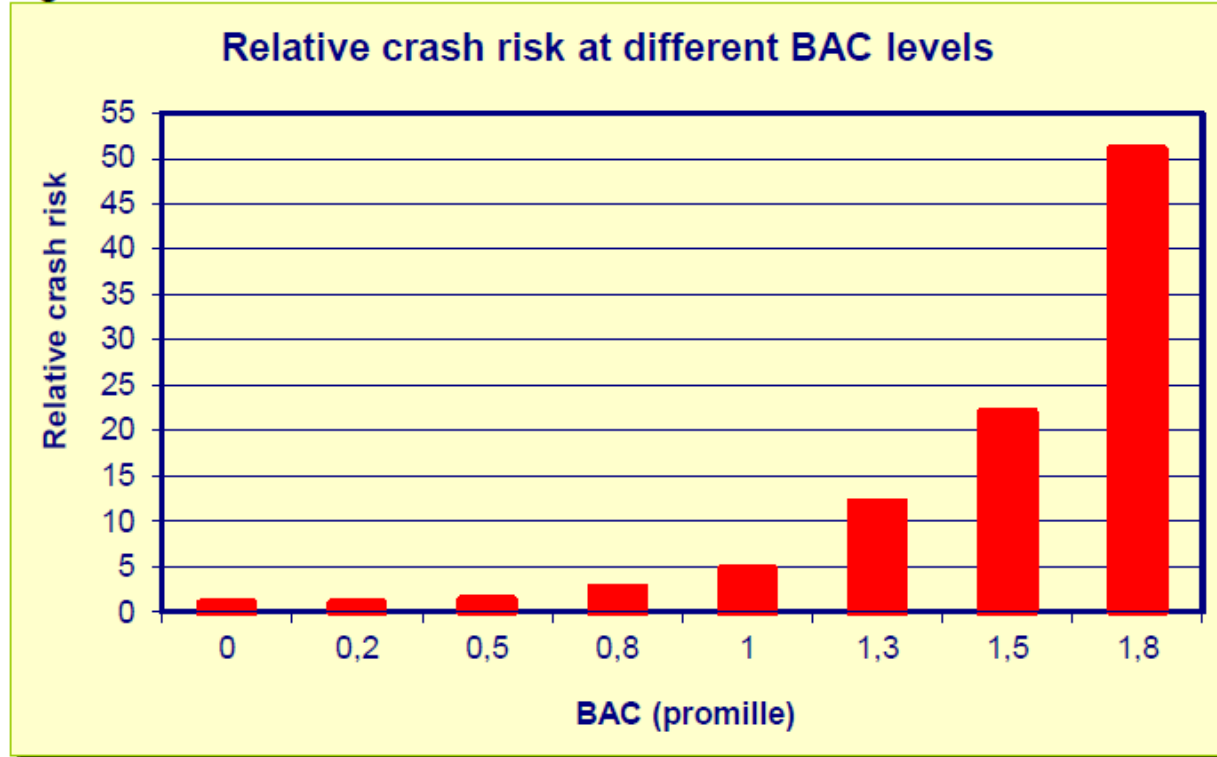
- Fatalities resulting from an accident where at least one of the drivers/users (pedestrians) involved had an illegal BAC (blood alcohol content)

Accident related fatalities are estimated to be between **19.8% and 27.8% ***

* Study on the prevention of drink-driving by the use of alcohol interlock devices
Final Report

Alcohol and road safety: quantifying the problem

Figure 2.2 Relative crash risk at different BAC levels.



Source: Blomberg et al. (2005)

Alcohol and road safety: social perception

SARTRE IV (Social Attitudes to Road Traffic Risk in Europe)

A survey based on 21,280 interviews in 19 countries provides interesting information concerning the perception of risk. Road users are aware of alcohol risks:

- **94%** of car drivers believe drink driving substantially increases the risk of an accident
- **87%** of road users interviewed chose drink driving as one of the factors "often" the cause of drivers being involved in an accident
- **69%** of car drivers report they do not drive after taking even a small amount of alcohol

Alcohol and road safety: measures to prevent drink driving

Driver

- Training and testing
- Awareness raising campaigns
- Enforcement and sanctions

Vehicle

- Alcohol interlocks

Policy orientations on road safety 2011-2020

Quantitative target:

50% reduction of number of road fatalities by 2020, starting from 2010

3 pillars

- **A common European road safety area**
- **An integrated approach with other policies (health, environment, employment, etc.)**
- **Shared responsibility (EU, national, local...)**

7 Strategic Objectives:

- **Education and training**
- **Compliance with road traffic rules**
- **Safer road infrastructure**
- **Safer vehicles**
- **Intelligent Transport Systems (ITS)**
- **Emergency and post-injuries services**
- **Vulnerable road users**

Policy orientations on road safety 2011-2020

Objective n° 2. Increase compliance with road traffic rules

Enforcement is a key factor to reduce road casualties:

- **Cross-border enforcement of road traffic offences**
- **Vehicle technology**
e.g. alcohol interlocks
- **Member States to establish national plans
including enforcement objectives**

EU Policy concerning **drink driving** behaviour

In 2001 the European Commission issued a recommendation on maximum alcohol blood content when driving a motor vehicle.

The recommended maximum values are:

- **0.5 g/l** for the general driver and
- **0.2 g/l** for novel drivers or drivers of bigger vehicles

EU Policy concerning **drink driving** **behaviour**

Cross-border enforcement directive

Allows pursuing serious traffic offences committed by drivers of a car which is registered in an EU Member State different than the one where they were detected

- ***Driving under the influence of alcohol or drugs are two of these serious offences***

EU Policy concerning **drink driving**

*EU commissions **studies** and funds **research** or **promotion actions** concerning road safety where **drink driving** is addressed*

- **PRAISE**
- **SARTRE (IV)**
- **DRUID**
- **European Road Safety Charter**

EU Policy concerning **drink driving**

Alcohol interlock study: objectives

- **Assess the fitting of alcohol interlock devices as a means to prevent drink driving:**
 - Safety benefits, cost-benefit analysis
 - Consult stakeholders
 - Recommend measures

EU Policy concerning **drink driving**

Alcohol interlock study: stakeholder consultation

117 stakeholders responded to the questionnaire. Among them, these actions were recommended:

- ***Exchange of information, best practices (80%)***
- ***Harmonisation of functional specifications for interlocks (69%)***
- ***EU legislation concerning drink driving offenders (63%)***
- ***Harmonisation of technical requirements for retrofitting (56%)***
- ***EU legislation concerning fitting to buses (54%)***
- ***EU legislation concerning fitting to dangerous goods vehicles or all trucks (52%)***

EU Policy concerning **drink driving**

Alcohol interlock study: cost-benefit analysis

Scenarios 1/2

- **Promotion of best practices, exchange of information**
- **Technical harmonisation: e.g. standardisation of vehicle connection**
- **Generalise to the EU the fitment of alcohol interlock for heavy BAC offenders**

EU Policy concerning **drink driving**

Alcohol interlock study: cost-benefit analysis

Scenarios 2/2

- **Mandatory fitting under type approval for heavy goods vehicles**
- **Mandatory fitting under type approval for busses and coaches**
- **Mandatory fitting under type approval for all passenger cars**

EU Policy concerning **drink driving**

Alcohol interlock study: recommendations

- Exchange knowledge and best practices among Member States;
- Harmonise technical requirements and cross border aspects of the use of alcohol interlocks;
- Draft guidelines on alcohol interlocks for high BAC offenders;
- Stimulate the development of new generation alcohol interlocks with a view to future compulsory installation ex-factory in specific groups of vehicles, like commercial goods vehicles.

<http://ec.europa.eu/roadsafety>



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USERS

- Children
- Cyclists
- Elderly drivers
- Motorcyclists and mopeds users
- Novice drivers
- Pedestrians
- Professional drivers

TOPICS

- Behaviour
- Vehicles
- Infrastructure
- Serious injuries
- Dangerous goods

GOING ABROAD

Traffic rules at a glance

SPECIALISTS

ENGLISH ONLY
EU road safety policy

- Toolbox: manuals and best practices
- Projects
- Statistics
- Road safety knowledge base
- Funding

USEFUL LINKS

- Policy orientations on road safety 2011-2020
- European Road Safety Charter
- Road Safety Observatory
- Car registration