

# Drink driving in France



# I punti / the points!

- dimension of the problem
- perception by the population
- classical policies
- new policies
- Interest of interlock programs

**QUEL BICCHIERE IN PIÙ**

**COINVOLGE TUTTI**

LA GUIDA IN STATO DI EBBREZZA È UN REATO  
**EVITARE CHE SI VERIFICHINO È UNA RESPONSABILITÀ DI TUTTI!**

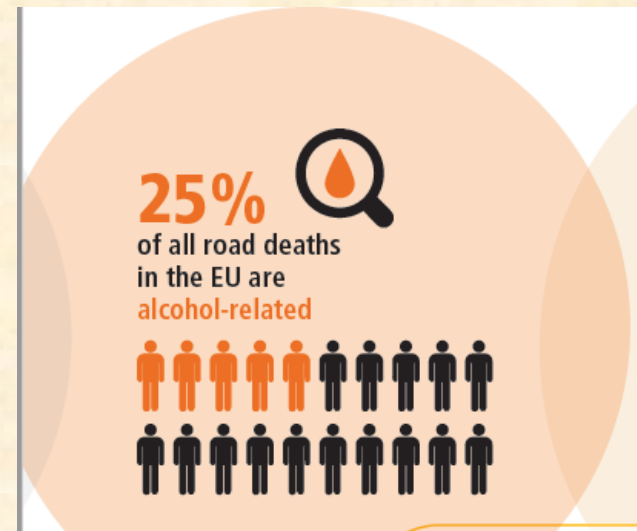
ATTENZIONE: per chi guida un veicolo su strada il consumo di alcol nella guida deve essere inferiore a 0,5 g/l, che corrisponde individualmente all'assunzione di 1 bicchiere di bevanda alcolica per la donna (corrispondente a 50 g/l) e di 2 bicchieri per un uomo (corrispondente a 100 g/l) che oltre a essere di 21 anni, gli adulti gli conducono e neopilotanti (nei primi tre anni) il limite alcolico è 0,20.

PER SAPERNE DI PIÙ VISITA IL SITO:  
[menoalcolpiugusto.it](http://menoalcolpiugusto.it)

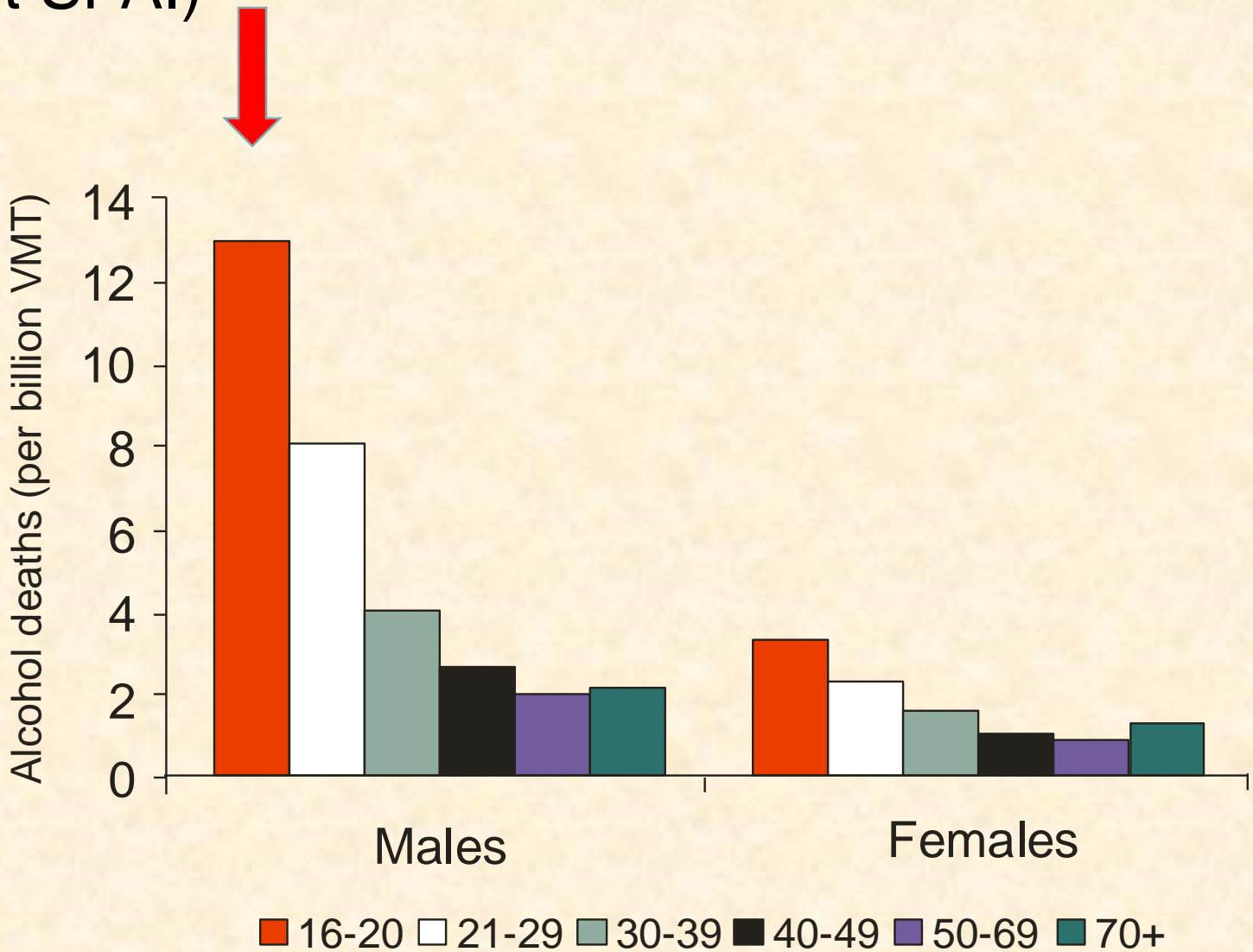
EUROPEAN COUNCIL  
ALCOL + GUSTO

## Source: Association Prévention Routière

- 18% of drivers involved in fatal road accidents in France have a BAC  $\geq 0,5$  g/l.
- 63% of accidents during night of weekend or non working days
- 1/4 are between 18 and 24
- 2/3 are between 25 and 64
- 92% are men

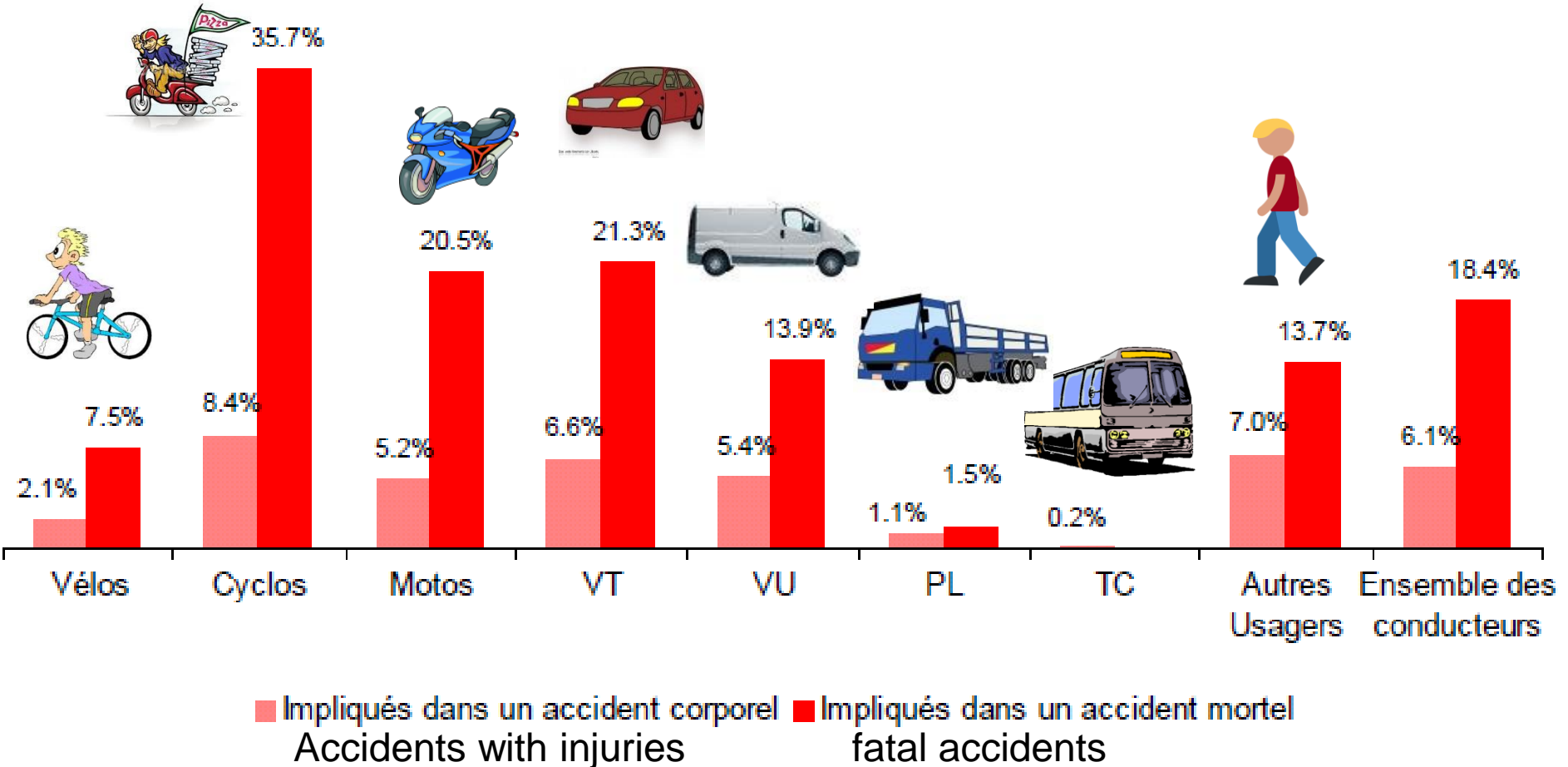


# Fatalities rate in drunk drivers and age in USA ( K Stewart SPAI)



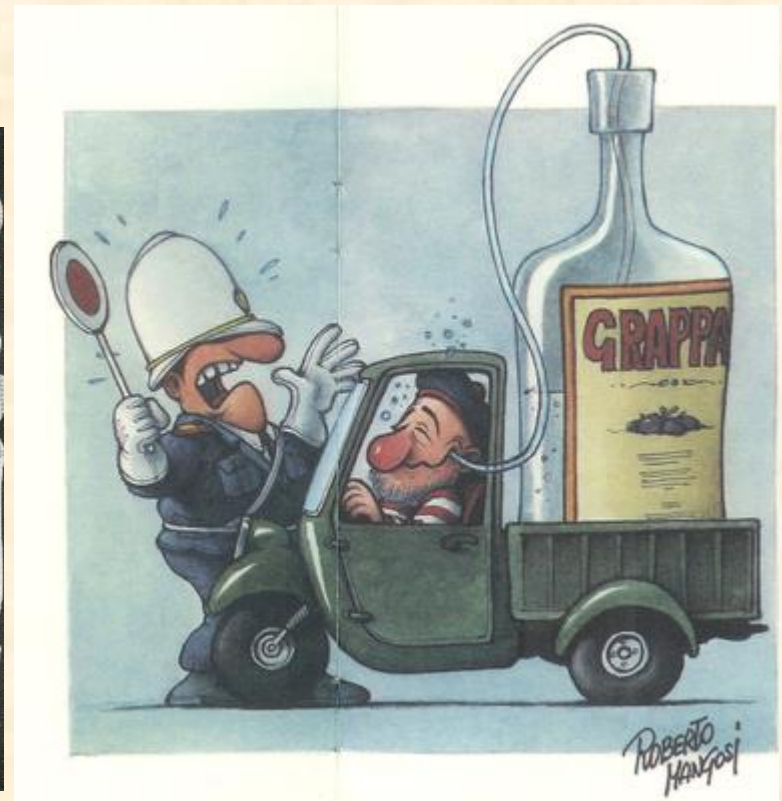
# Rate of positive BAC among categories of drivers

Part des conducteurs alcoolisés au sein de chaque catégorie d'usagers



# Perception by population: Still a large tolerance about alcohol consumption

*più beviamo più guidiamo dritti*



# Why are they drinking and driving

- Lack of social control
- Lack of knowledge about alcohol effects and kinetic
- Overestimation of fitness to drive
- Underestimation of risk



# Why do we face a hardcore of drink driving offenders?

- Addiction of certain drivers makes uncertain the voluntary control of their alcohol consumption
- Euphoria and de inhibition of alcohol disturbs self evaluation



# which targets ? which tools ?

## Which goal ?

- Control of drink driving
- Or control of alcohol consumption...
- Enforcement and pressure on each individual to bring him to find alone his own way to “redemption”.
- Or support from the Society to give help to an individual guilty to bring him a sustainable change of his risk behaviour

# Legal BAC in Europe

State	Standard BAC	BAC commercial drivers	BAC novice drivers
Austria	0,5	0,1	0,1
Belgium	0,5	0,2	0,5
Bulgaria	0,5	0,5	0,5
Croatia	0,5	0	0
Cyprus	0,5	0,2	0,2
Czech Republic	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
Germany	0,5	0	0
Greece	0,5	0,2	0,2
Hungary	0	0	0
Ireland	0,5	0,2	0,2

State	Standard BAC	BAC commercial drivers	BAC novice drivers
Italy	0,5	0	0
Latvia	0,5	0,5	0,2
Lithuania	0,4	0	0
Luxembourg	0,5	0,2	0,2
Malta	0,8	0,8	0,8
Netherlands	0,5	0,5	0,2
Poland	0,2	0,2	0,2
Portugal	0,5	0,2	0,2
Romania	0	0	0
Slovakia	0	0	0
Slovenia	0,5	0	0
Spain	0,5	0,3	0,3
Sweden	0,2	0,2	0,2
United Kingdom*	0,8	0,8	0,8

0,2 for bus drivers



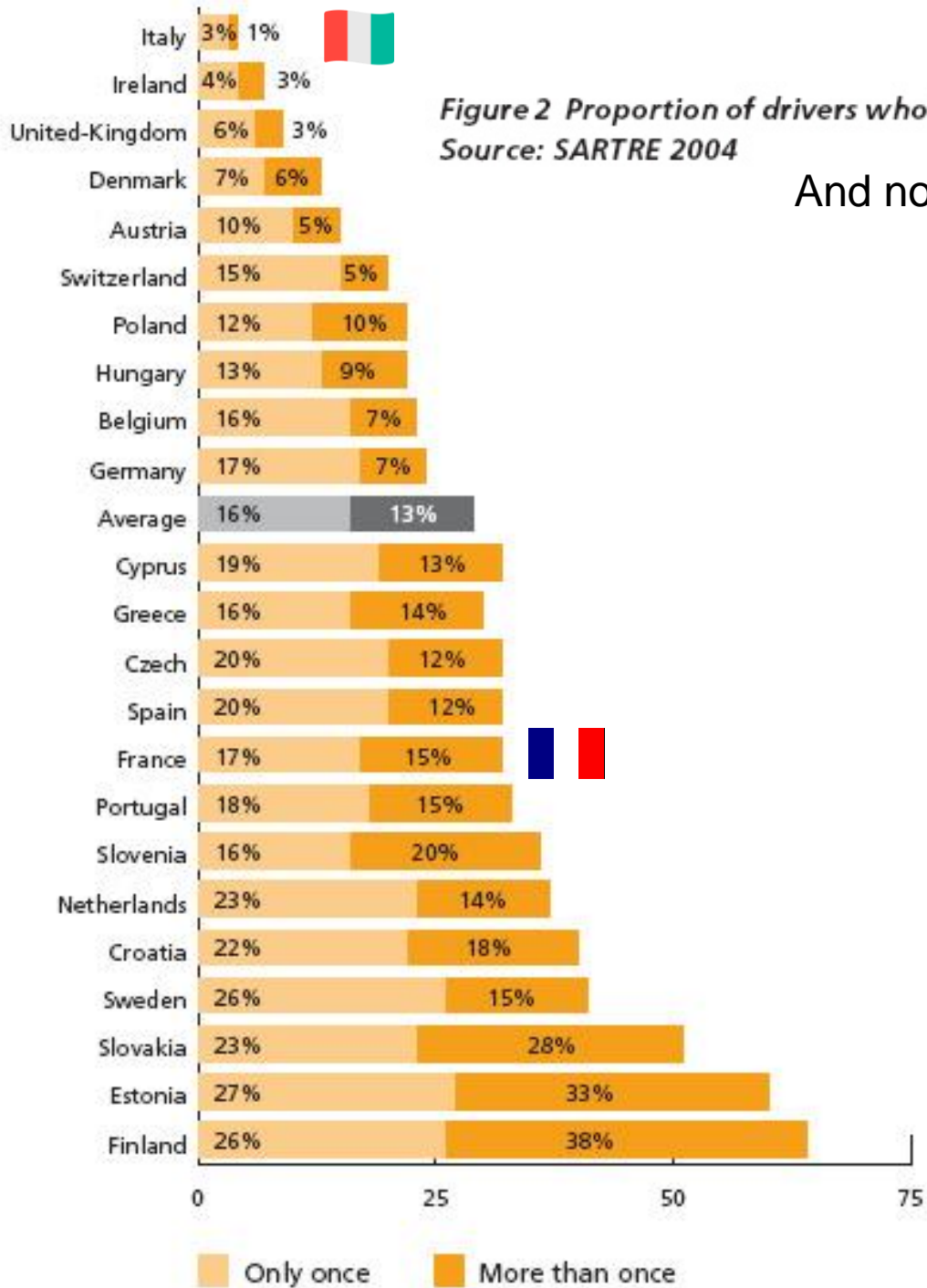


Figure 2 Proportion of drivers who have been checked for alcohol over the last three years.  
Source: SARTRE 2004

And now in 2019 ?



### Alcol e guida

[Legge n.120 del 29 Luglio 2010](#)

"Disposizioni in materia di sicurezza stradale", dal 13 agosto 2010.

Introduce sanzioni più restrittive per chi guida in stato di ebbrezza e contiene una serie di novità relative alla somministrazione e vendita di bevande alcoliche.

Source

# Penal sanctions for drink driving in France

- **Mains sanctions :**
- Fine 4500€,
- Jail 2 ans



- **Additional sanctions :**
- Suspension of the driving licence maxi 3 years
- Cancellation of the driving licence
- Prohibition of use of any vehicle
- General interest work (hospitals etc..)
- Day fine (choice between a fine per day and a number of days in jail)
- Rehabilitation courses
- **Alcohol ignition interlock**
- Confiscation of the vehicle



# The limits of the current model of sanctions against drink driving

- Model based on behaviour similar to the system for speed sanctions : frequency of controls and strong sanctions, to induce a change in driver's behaviour.
- **This model is not so efficient for drink driving :**
- Addiction of some (or many) drivers makes aleatoire the voluntary control of their alcohol consumption.
- Desinhibition and euphoriant effect of alcohol disturbs self evaluation and bring the drunk driver to underestimate the impairment of his decision making process and his ability to drive.
- Notion of hard core drivers reluctant or resistant to those policies

# NEW POLICIES with interlocks

- Support for alcohol interlocks in commercial vehicles (saving taxes)
- Mandatory alcohol interlocks for recidivists and first-time offenders if novice drivers (including after cancellation)
- Support lower insurance premium if installed



# The content of an alcohol ignition interlock program

- A legal frame
- A device
- Installation centre certified and trained
- Procedures
- A data recording and management
- A program manager
- A reporting process to the authority
- A monitoring process
- An evaluation process

# Domande?



Noe ubriachezza, Michelangelo, Cappella sistina

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

[www.ec.europa.eu/transport/road\\_safety](http://www.ec.europa.eu/transport/road_safety)

[www.icadts.org](http://www.icadts.org)