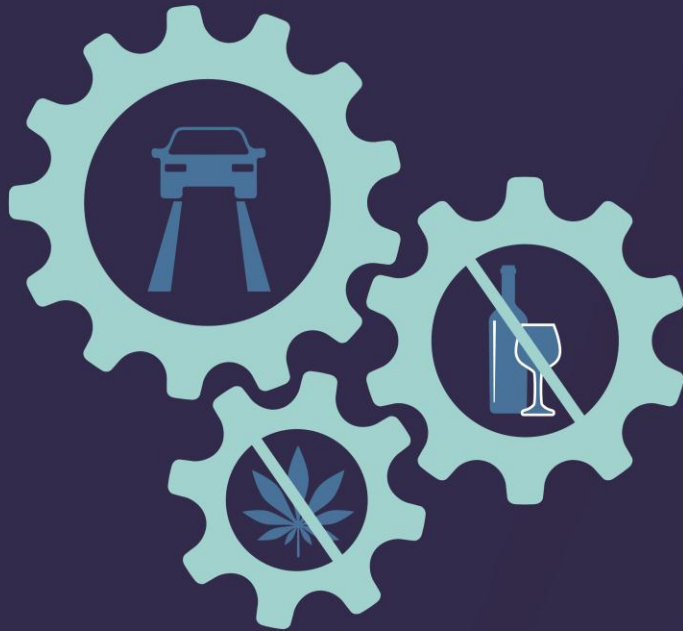


# Gearing up .....



**Mr. Frank Mutze**  
Policy & Projects Officer  
European Transport Safety Council

# PREVENTING DRINK AND DRUG DRIVING: NATIONAL POLICIES FROM ACROSS THE EU

**Malta, 12 April 2018**

**Frank Mütze**

**Policy and Projects Officer**



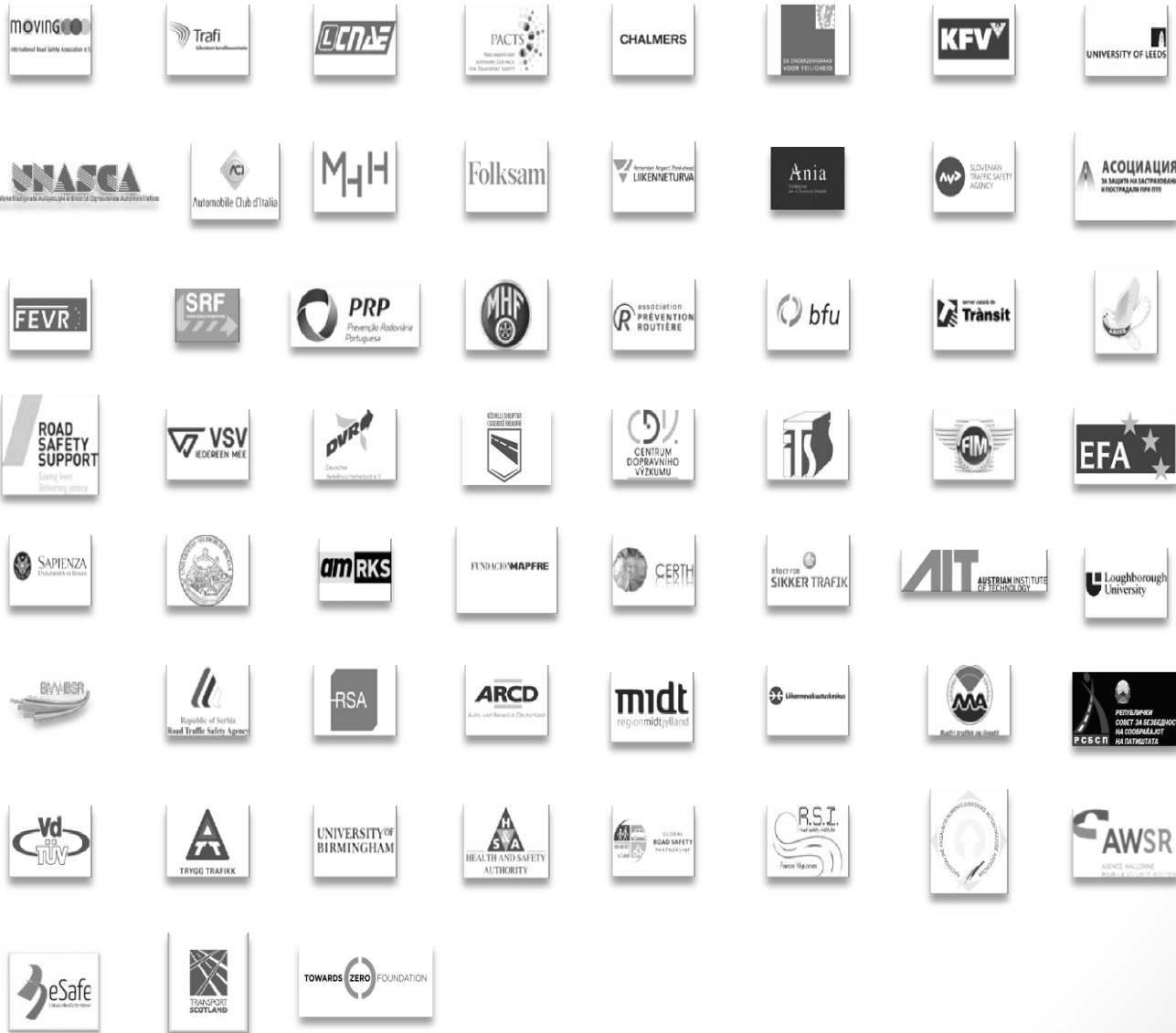
**European Transport Safety Council**



## A science based approach to road safety

- ✓ **Secretariat** in Brussels
- ✓ **60 member organisations** from across Europe
- ✓ More than **200 experts** contributing to ETSC's work
- ✓ The European Commission, Member Organisations, Member States and corporate sponsors are funding our work

# ETSC RK



# ETSC IES

ACTIVITY



Monitoring  
EU  
transport  
safety  
policy



Road  
Safety  
Performance Index  
(PIN)

**SMART**



SOBER MOBILITY ACROSS ROAD TRANSPORT



**REVIVE**

IMPROVING POST-COLLISION  
RESPONSE AND EMERGENCY  
CARE IN EUROPE



**PRAISE**

Work-Related Road Safety

**SAFE  
SOBER**



**iSAFER**

INTELLIGENT SPEED ASSISTANCE  
FOR EUROPEAN ROADS



**DRUG  
DRIVING**



2014-2018

bad years for road  
safety

# CHANGE IN ROAD DEATHS (%)

## 2010-2018

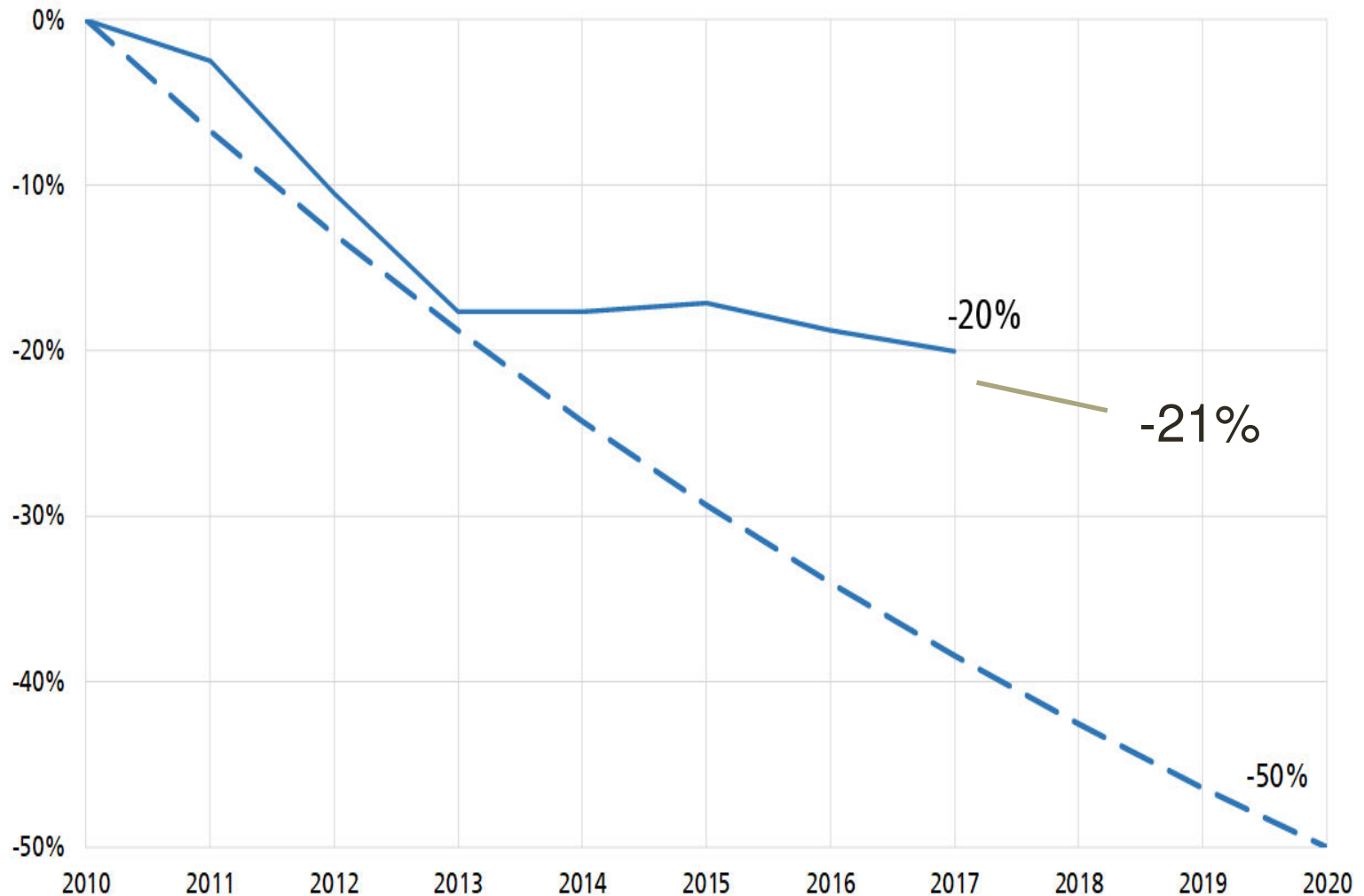


Figure: Reduction in the number of road deaths since 2010 (blue line) plotted against the EU target for 2020 (blue dotted line)

# 25,100

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people died in  
road traffic in  
the EU in 2018



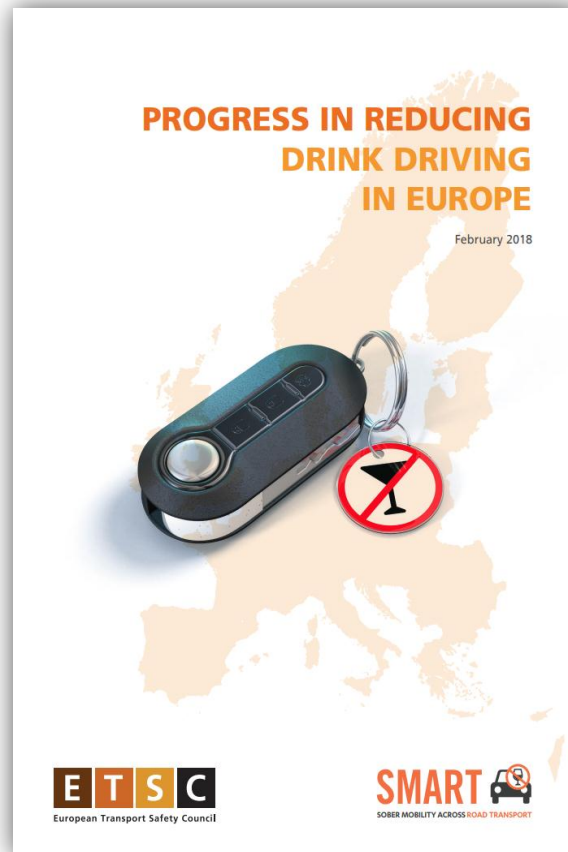
# 135,000

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seriously injured in road  
traffic in the EU in 2018  
according to MAIS3+  
definition

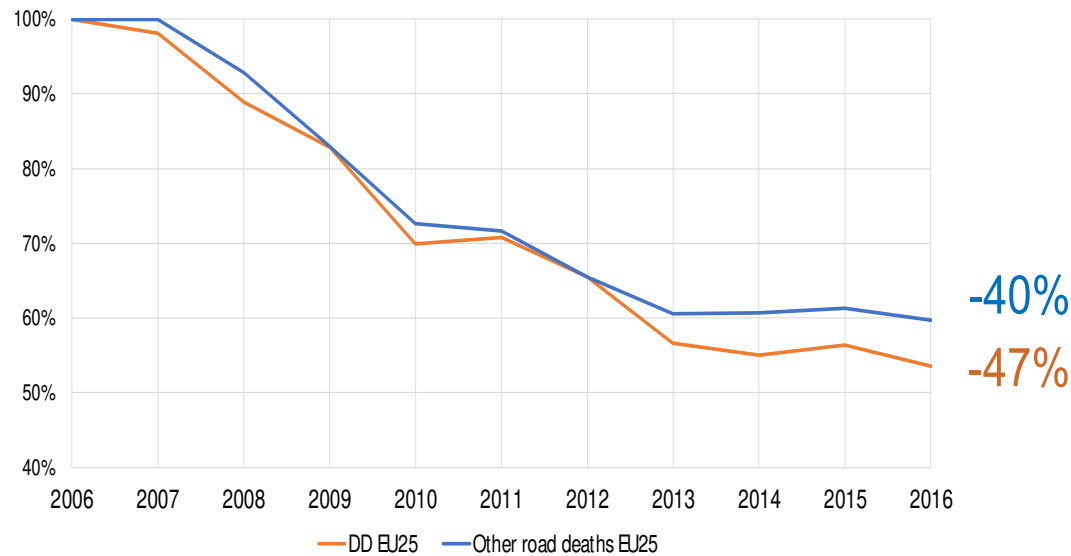
*\*MAIS3+ estimates by the European  
Commission*

# PROGRESS IN REDUCING DRINK DRIVING 2006 - 2016



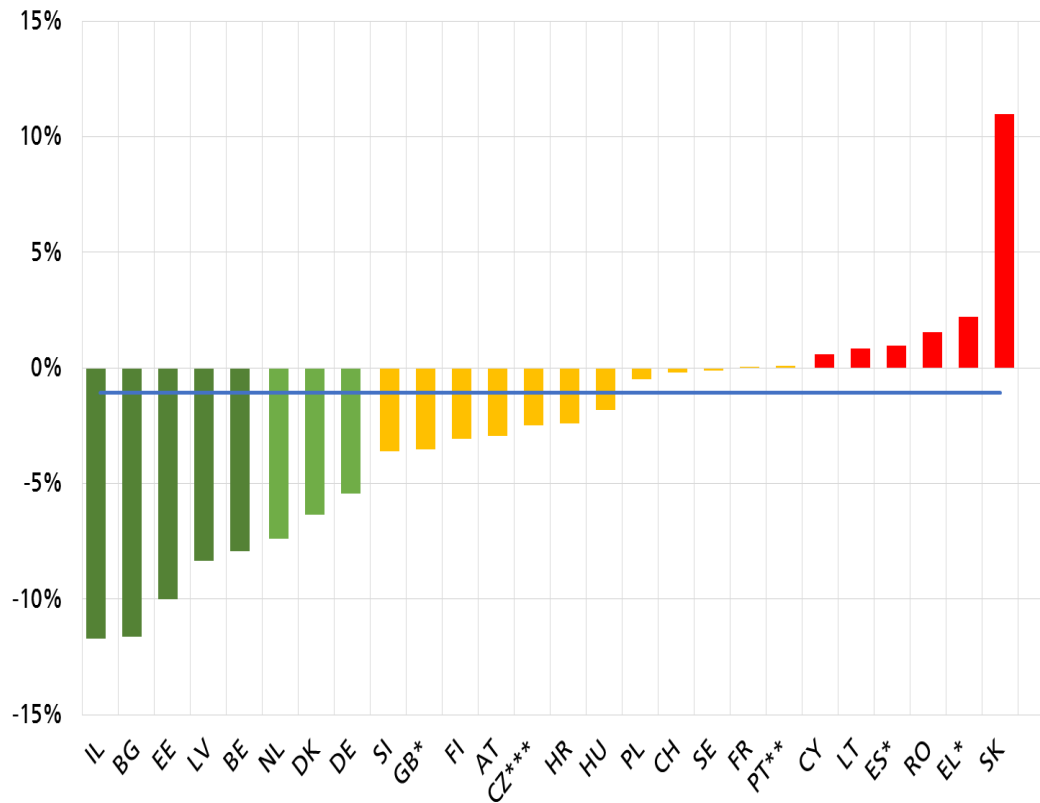
# PROGRESS IN TACKLING DRINK DRIVING 2006 - 2016

Relative developments in road deaths attributed to alcohol and other road deaths in 25 EU Countries 2006-2016



# PROGRESS IN TACKLING DRINK DRIVING 2006 - 2016

Difference between the average annual percentage change in deaths attributed to drink driving and corresponding change in other road deaths



# PROGRESS IN TACKLING DRINK DRIVING 2006 - 2016

No comparison on absolute figures due to differing

National definition of deaths attributed to drink driving if different to the SafetyNet recommended definition

SafetyNet recommended definition: Any death or serious injury resulting from a road accident in which any active participant was found with a blood alcohol level above the legal limit. However, killed and injured road users are not tested for alcohol unless the prosecutor requires it.

AT

Any death occur

BE

legal limit (acti

BG

Guilty driver/ot

CY

SafetyNet reco

CZ

SafetyNet reco

DE

SafetyNet reco

DK

SafetyNet reco

EE

Deaths occurri

ES

Killed car driver

FI

Fatal accidents

FR

of alcohol per li

FR

SafetyNet reco

EL

Deaths in collis

HR

not systematica

HR

SafetyNet reco

HU

Killed car driver

HU

responsible for

IE

For the figures provided in Table 2 the definition for a death attributed to drink driving is: a fatality that occurred where it was confirmed that a road user involved in a fatal collision had consumed alcohol. Alcohol consumption is based on a confirmed BAC of >20mg/100ml or equivalent in urine/breath. In the case of the road crash study, alcohol consumption is also based on Garda opinion e

IT

SafetyNet reco

IT

alcohol is consi

LU

From 2001 to 2

LU

SafetyNet reco

LV

Deaths occurri

LV

blood alcohol l

LT

Deaths occurri

MT

limit (0.2 g/l for

NL

n/a

NL

Drivers killed or

PL

SafetyNet reco

PL

SafetyNet reco

PT

drink driving re

PT

passengers abo

RO

Killed people te

RO

0.0g/l).

SE

Killed car driver

SE

Deaths occurri

SI

level above 0.5g/l.

SK

Killed people in fatal collision where alcohol was considered by the Police officer to be one of the main contributing factor.

UK

n/a

People killed in a collision where one or more of the motor vehicle drivers or riders involved either refused to give a breath test specimen when requested to do so by the police (other than when incapable of doing so for medical reasons), or one of the following: a) failed a roadside breath test by registering over 0.25g/l of alcohol in their breath, b) died and was

## ETSC Recommendation

Adopt the SafetyNet recommended definition of a drink driving death or serious injury as “any death or serious injury occurring as a result of a road accident in which any active participant was found with a blood alcohol level above the legal limit”.

## ETSC Recommendation

Introduce obligatory testing for alcohol of all active road users in all collisions resulting in road deaths or serious injuries.

REDUCING  
DRINK DRIVING  
IN EUROPE

February 2018



SMART  
SAFER MOBILITY AHEAD

# PROGRESS IN TACKLING DRINK DRIVING 2006 - 2016

## *Underreporting*

Official data: 13% of all road deaths

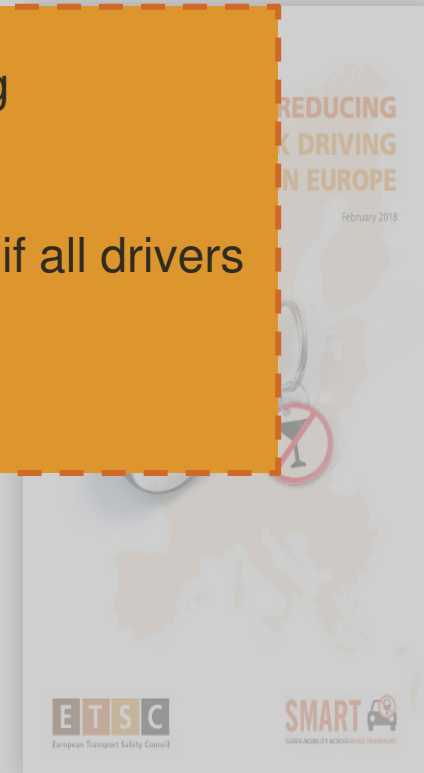
European deaths

In 2017: **6,313 fatalities** due to drink driving

Reasons:

If 80% of these could have been prevented if all drivers are sober, then

- Since 2006, 13% of all road deaths in Europe are due to drink driving
- Not all road users involved in drink driving collisions are counted
- Killed on spot drivers might not be tested for alcohol
- **5,050 fatalities** could have been prevented



# MEASURES TO TACKLE DRINK DRIVING IN THE EU

# BAC LIMITS ACROSS THE EU

- An increasing number of countries are lowering their BAC limits to be in line with EU recommendation 2001 on maximum BAC legal limit
- 23 EU countries apply lower BAC for novice drivers (0.0 – 0.2)
- 20 EU

	Standard BAC	BAC Commercial drivers	BAC Novice
Czech Republic	0.0	0.0	0.0
Hungary	0.0	0.0	0.0
Romania	0.0	0.0	0.0
Slovakia	0.0	0.0	0.0
Estonia	0.2	0.2	0.2
Poland	0.2	0.2	0.2
Sweden	0.2	0.2	0.2
Lithuania	0.4	0.0	0.0
Croatia	0.5		0.0
Germany	0.5		0.0
Italy			0.0
Slovenia			0.0
			0.1
			0.2
			0.5
			0.2
			0.2
	0.5	0.2	0.2
	0.5	0.2	0.2
	0.5	0.2	0.2
Spain	0.5	0.3	0.3
Latvia	0.5	0.5 (0.2 bus and tram	0.2
France	0.5	0.5 (0.2 bus drivers)	0.2
Netherlands	0.5	0.5	0.2
Bulgaria	0.5	0.5	0.5
Denmark	0.5	0.5	0.5
Finland	0.5	0.5	0.5
Scotland	0.5	0.5	0.5
UK (except Scotland)	0.8	0.8	0.8

Lowering BAC limits is not enough for drink driving deaths to go down – drink driving enforcement is crucial!



# ENFORCEMENT ACROSS THE EU

Consistent and visible police enforcement is a powerful deterrent to drink driving.

Random breath testing is allowed in every PIN country, except:  
Germany, the United Kingdom and **Malta**.

Use of social media and smartphones make it easier for information

- Belgium: increased use of small mobile and flexible police units for breath tests
- France: ban on sharing the location

Effectiveness of random breath testing is increased when specific places and times are targeted, and when publicity accompanies the enforcement campaigns.

Research has shown that increased enforcement contributes to decrease in drink driving deaths and injuries. SOURCE: ESCAPE (2003), R. Elvik (2000)

# ENFORCEMENT ACROSS THE EU

Roadside checks:

	Roadside police tests inhabitants
EE	677
PL	466
FI	279
AT	189
SI	156
FR	152
HU	135
CY	135
SE	130
RO	72
LT	48

## Estonia

Drink driving deaths

- 61 in 2006
- 7 in 2016
  - 89% decrease overall
  - Due to comprehensive policy

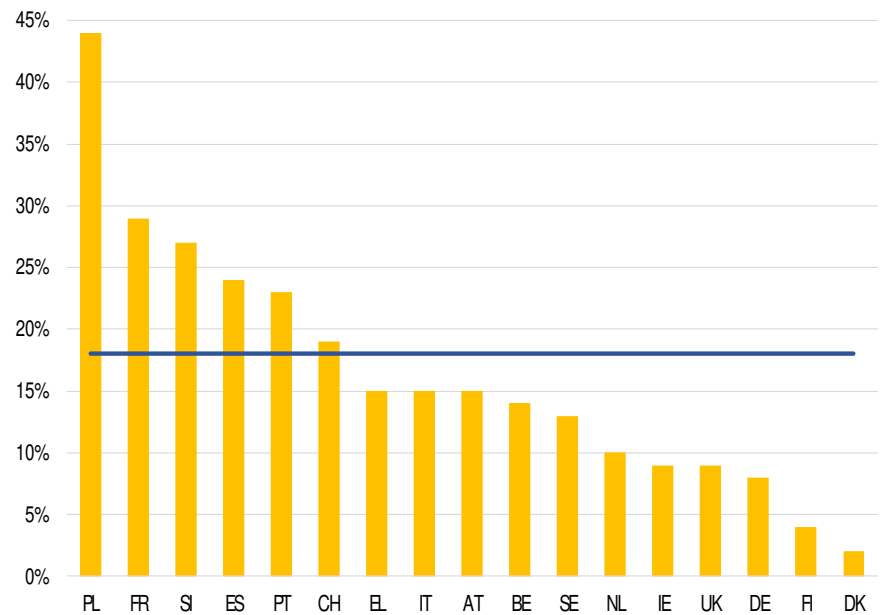
Highest drink driving enforcement

- 105 tests per 1000 inhabitants in 2010
- 677 tests per 1000 inhabitants in 2015

# ENFORCEMENT ACROSS THE EU

**Public perception on likelihood to being checked for drink driving**

The average for EU16 is only 18%



# PROGRESS IN TACKLING DRINK DRIVING 2006 - 2016

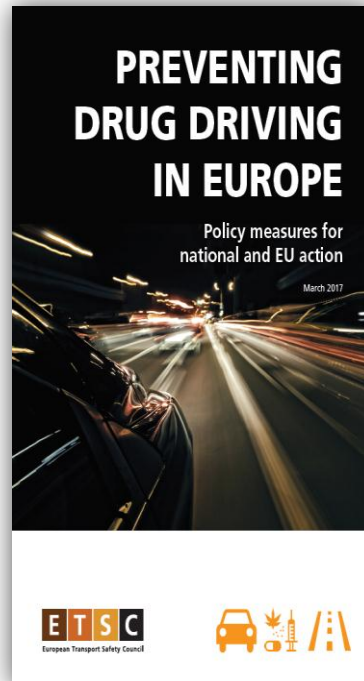
## *Other measures to tackle drink driving in the EU*

- *Sanctions*
- *Rehabilitation Programmes*
- *Alcohol interlocks*
- *Education and Awareness Raising Campaigns*



# Drug Driving in Europe:

## Policy Measures for National and EU Action



# INTRODUCTION

What do we mean by psychoactive drugs?

- Illicit and Licit (medicines)

Psychoactive drugs have a negative effect on the ability to drive

- Cognitive behaviour
- Psychomotor functioning

Drug driving is not as well understood as drink driving

- A wide variety of substances: illicit and licit, established and emerging
- Less prevalent than drink driving: less information

Our knowledge is growing, but still limited

- Need more knowledge of drug driving and how to prevent it



# HOW MANY PEOPLE ARE USING DRUGS?

## General Population:

- 25% of 15-64 year olds in EU have tried illicit drugs at some point

## Driving population:

- 1.9% found with illicit drugs/1.36% found with licit drugs (DRUID)
- Self reporting figures are higher:
  - 11% said they had driven after using illicit drugs at least once in past year
  - 22% said they had driven after using medication (with a driving warning)

## What factors affect this?

- Age/Gender



# KILLED AND SERIOUSLY INJURED DRIVERS

**TABLE 3**  
Use of alcohol among drivers seriously injured or killed in Europe

	Range (seriously injured)	Range (killed)
Alcohol	14.1 - 30.2%	15.6 - 38.9%

**TABLE 4**  
Use of illicit drugs among drivers seriously injured or killed in Europe

Illicit drug groups	Range (seriously injured)	Range (killed)
THC (and/or THC-COOH)	0.5 - 2.2%	0.0 - 1.8%
Cocaine (and/or benzoylecgonine)	0.0 - 1.3%	0.0 - 0.0%
Amphetamines	0.0 - 1.1%	0.0 - 2.1%
Illicit opioids	0.0 - 0.7%	0.0 - 0.0%

**TABLE 5**  
Use of medicines among drivers seriously injured or killed in Europe

Medicine groups	Range (seriously injured)	Range (killed)
Benzodiazepines	0.0 - 2.3%	0.0 - 5.2%
Medicinal opioids	0.0 - 5.7%	0.6 - 1.5%
Z-drugs	0.0 - 2.1%	0.0 - 2.8%

**TABLE 6**  
Use of combinations of substances among drivers injured and killed in Europe<sup>43</sup>

Combinations	Range (seriously injured)	Range (killed)
Alcohol with drugs and/or medicines	2.3 - 13.2%	4.3 - 7.9%
Combinations of drugs and/ or medicines	0.5 - 4.3%	0.4 - 7.3%



# COUNTERMEASURES

## Legislation and Enforcement

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### **I. Legal limits/‘per se’ laws**

- Establish a fixed substance limit – similar to BAC levels. Any driver detected with a substance reaching or exceeding the legal limit is considered to have broken the law.

### **II. Zero tolerance laws**

- Set legal limits with a concentration set at the lab limit of detection. Any driver with a detectable amount of a relevant substance is considered to have broken the law.

### **III. Impairment legislation**

- In each case it must be proven that the skills of the driver were adversely affected by a specific drug. Signs of impairment are usually observed and recorded by the police when they stop a driver.

# COUNTERMEASURES

## Legislation and Enforcement


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### Penalties

- Withdrawal of the licence
- Fines
- Prison

### Enforcement

- Legislation *needs* to be enforced
  - Roadside screening
  - Post-collision forensic testing

- 
- Unlimited fine
  - Up to 6 months in prison
  - Minimum one-year ban

### Detection and Technology

- Accurate, reliable and widespread
- Roadside screening/ lab/conformation tests
- Variety of limits that can be set
  - Laboratory limit of detection.
  - Risk thresholds/lower effect limits
  - Impairment limits
  - Supratherapeutic limits (for medicines)

# RECOMMENDATIONS

For action at  
national level

## Legislation and Enforcement

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- A zero tolerance system for illicit psychoactive drugs
- Consider the potential ramifications of drug legalisation on drug driving
- Increase enforcement levels and penalties for driving under the influence of psychoactive drugs
- Ensure police forces are properly trained in when and how to perform drug screening

# THANK YOU!



European Transport Safety Council

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



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