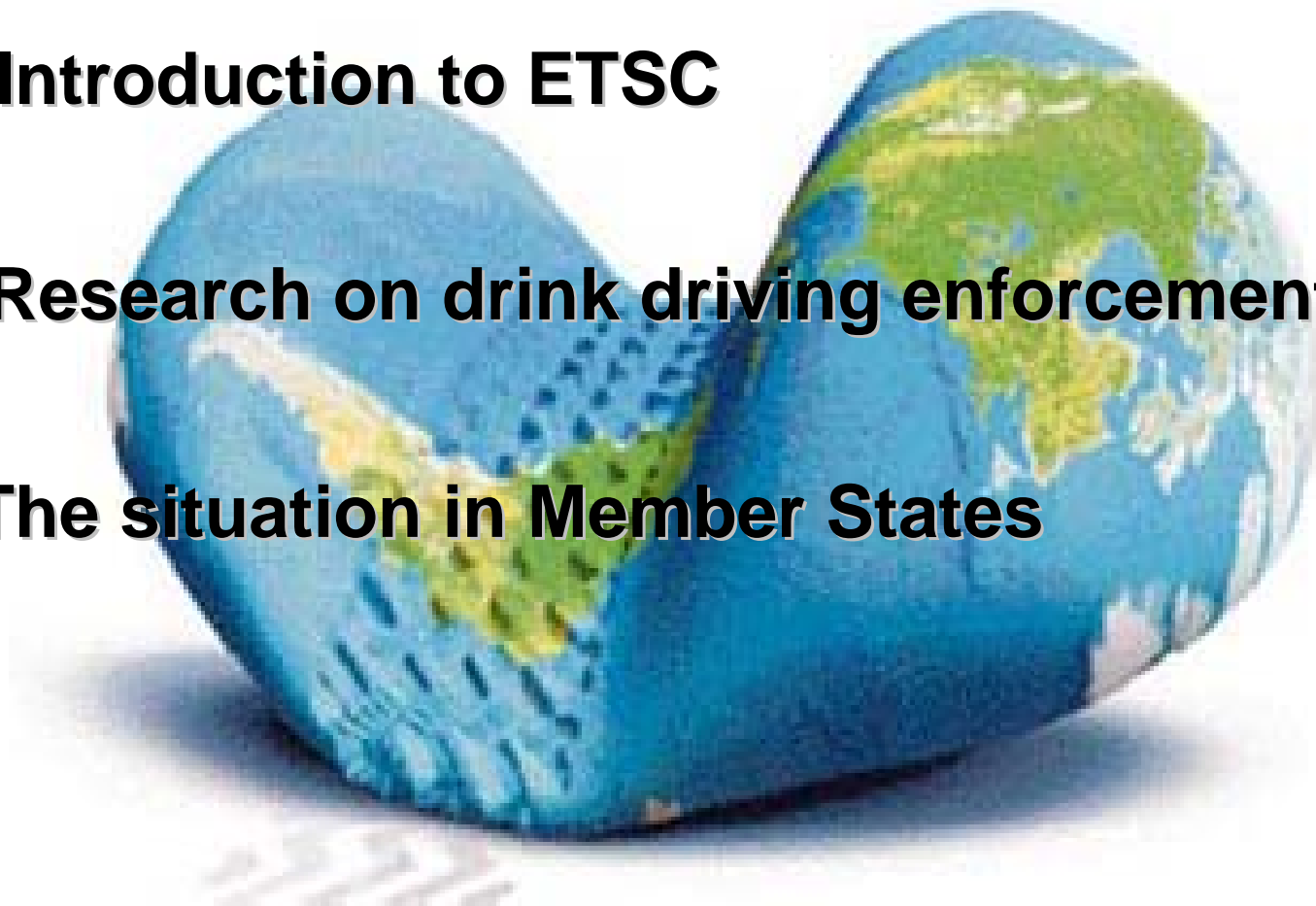


Pathways for Health – Paris June 2006

Effective Measures on Drink Driving in the EU

Frazer Goodwin, Senior Policy Advisor
European Transport Safety Council, www.etsc.be

- **Introduction to ETSC**
- **Research on drink driving enforcement**
- **The situation in Member States**



ETSC Aims:

- to identify and promote research-based measures with high safety potential
- to provide impartial advice on transport safety to policymakers across the EU

Small Secretariat in Brussels (11 staff)

- 34 member organisations
- Experts contributions in all modes (more than 150 leading EU independent experts)
- funding from CEC, membership and sponsors

- **Introduction to ETSC** ✓
- **Research on drink driving enforcement**
 - **Research on effects of BAC levels**
 - **Research on enforcement practices**
 - **Research on attitudes**
- **The situation in Member States**

It is safe to Drink and Drive

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And the earth is flat

The question
is therefore:
is there a
“safe” level

And pigs can fly



*“An eighth of a pint
for the road?”*

Why have a maximum
BAC limit of 0.8 mg/ml?

PACTS paper –
By Prof. R. Allsop
65 lives and 230 serious
injuries each year is the
human cost to UK of 0.8
BAC limit

PACTS Research Briefing

REDUCING THE BAC LIMIT TO 50mg – WHAT CAN WE EXPECT TO GAIN?

A fresh look at drink-drive deaths and injuries

Professor Richard E Allsop
Centre for Transport Studies
University College London

The purpose of the legal limit on drivers' blood alcohol content (BAC) is to reduce death and injury on the roads.

After 40 years or more of continual public information, most of us know by now that the best advice is never to drive after drinking, almost every driver's BAC should be zero, and absolutely every driver's should be below 20mg/100ml.

But we don't live in an ideal world, and up to now, against a background of advice not to drive at all after drinking, we have confined legal sanctions in Britain to driving with BACs higher than 80.

In asking what we could expect to gain by lowering this limit to 50, it helps to think of drivers in three groups.

The first group

are those who never drive with a BAC over 50 anyway, the vast majority of whom never drive with a BAC anywhere near 50. At the time of the last extensive surveys in Britain, this was about 97 per cent of those driving on weekend evenings and nights – so presumably an even higher percentage at other times.

These are those who have already got the message "don't drink and drive". The only slight effect on this group of lowering the limit to 50 would be to reduce the BACs of those who are somewhere near 50 and decide to cut down a bit. This will save a few lives but I've left these out of my calculation.

The second group

are those who already drive with BACs well over the limit of 80 – fewer than 1 per cent of those driving even on weekend evenings and nights.

These account for well over 400 of the 550 drink-drive deaths each year – and since they seem to be beyond the influence of the 80mg limit, they probably won't be affected much if at all by lowering it to 50. The Minister is right to address this major part of the drink-driving problem through enforcement and penalties – in particular in

- Increase subjective risk of detection
- Improve sanction systems
- Selective enforcement
- Rehabilitation programmes
- Demerit point systems
- Concentrate on essential areas only such as speeds, drink driving and use of seat belts
- Use mass media to support enforcement
- Data led operations based on monitoring systems
- More effective use of information technologies (IT)



*Conclusion:
In all enforcement the
key issue is how to
increase the subjective
risk of detection /
perceived probability of
getting caught for
violations*



*"For God's sake Acton, slow down.
Speed camera!"*

- Random breath tests
- Blanket enforcement
- Roadside evidential testing



- Wide-spread support for existing legislation among European road users
- the majority of drivers favour similar legal requirements across countries, the preferred standard often being the one in their own countries
- There is strong public support for more police enforcement of traffic regulations. The level of general support ranges from 60% to 80% across the EU countries

- 22% supported current levels of sanctions, 56% were in favour of more severe penalties for traffic violations in their countries.
- *Conclusion:*
There is wide public support for more effective enforcement among road users

- **Introduction to ETSC** ✓
- **Research on drink driving enforcement**
 - **Research on effects of BAC levels**
 - **Research on enforcement practices**
 - **Research on attitudes** ✓
- **The situation in Member States**



Traffic Law Enforcement across the EU

An Overview

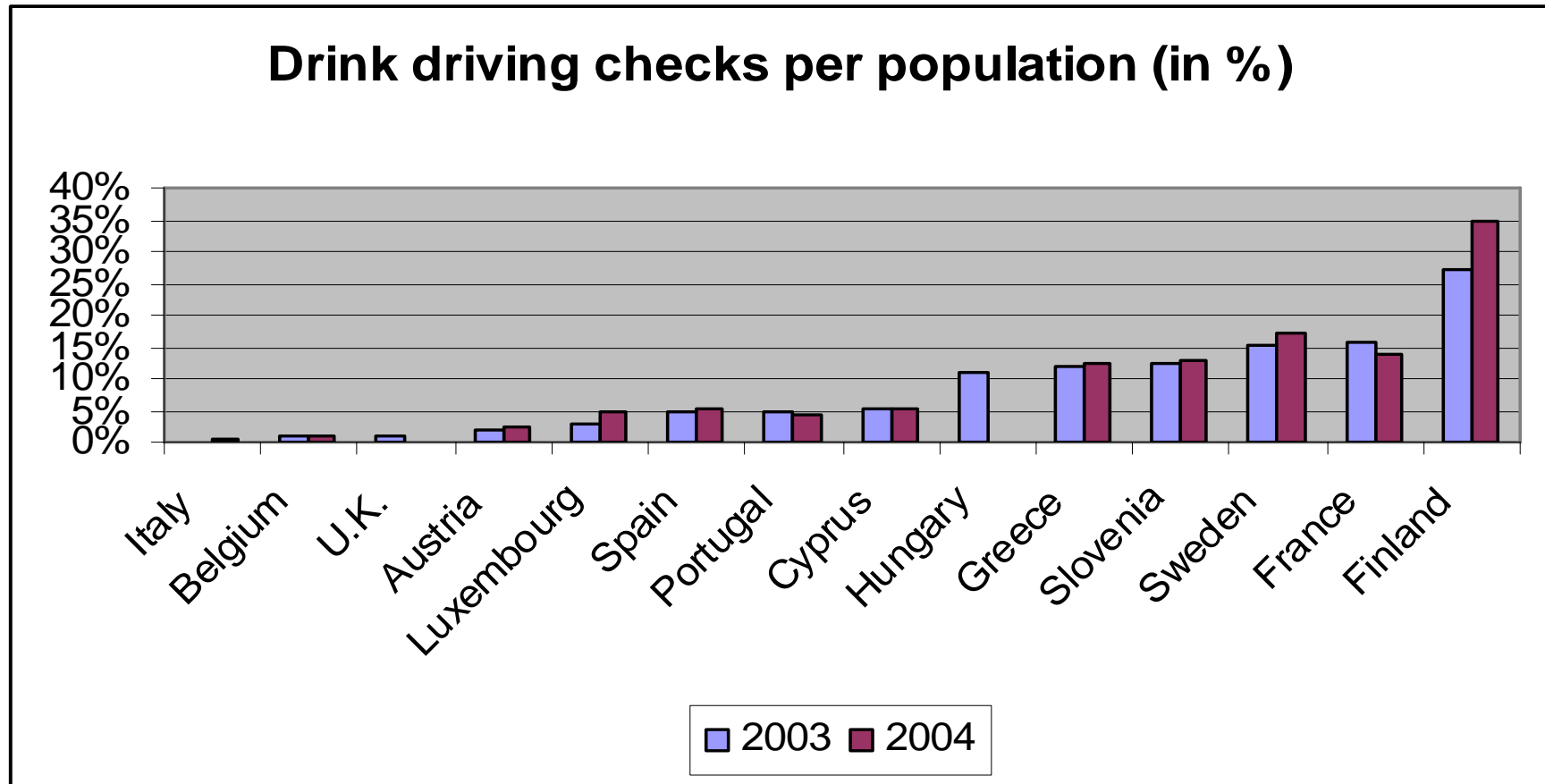


Levels of Drink drive checks

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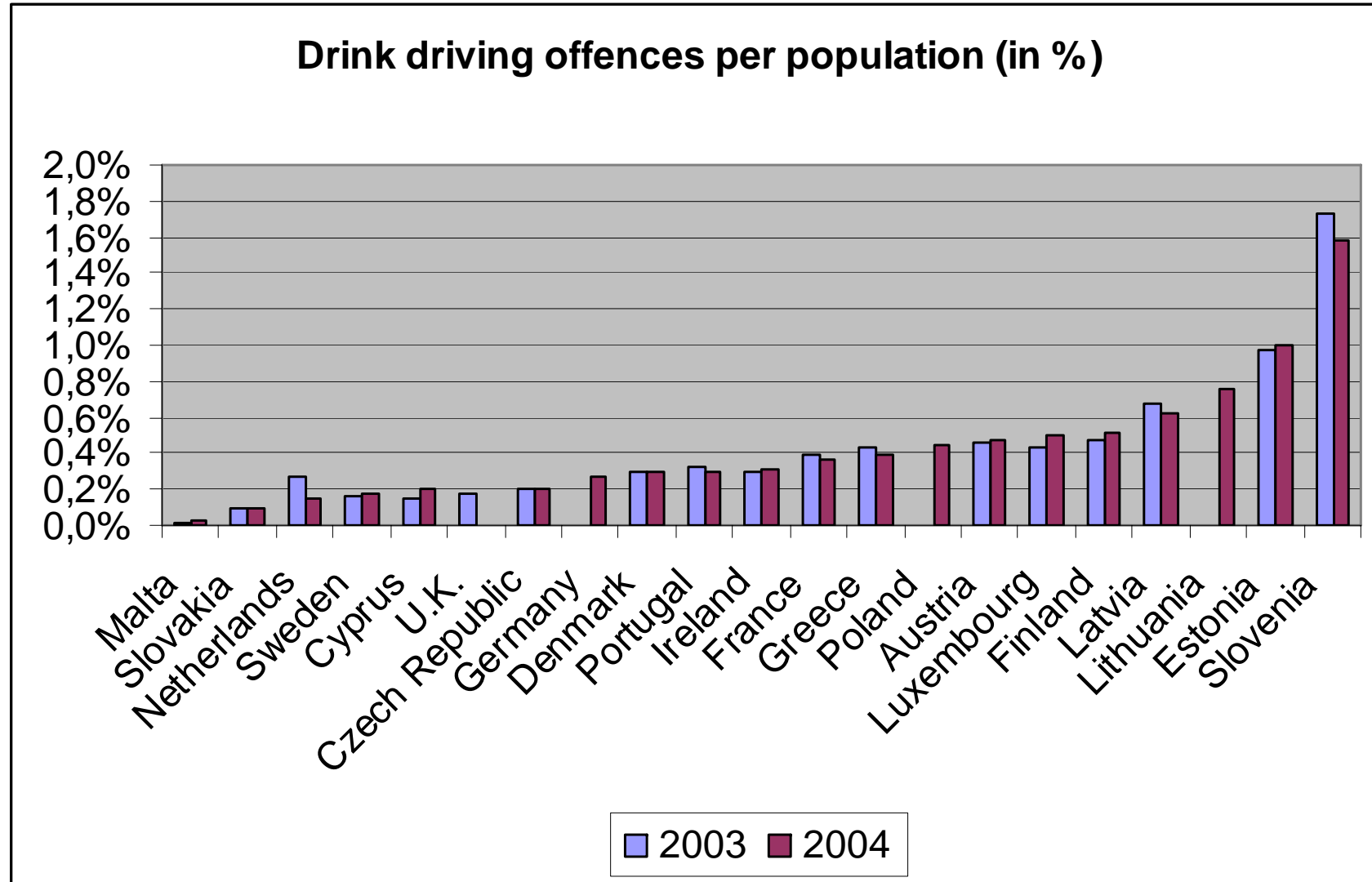


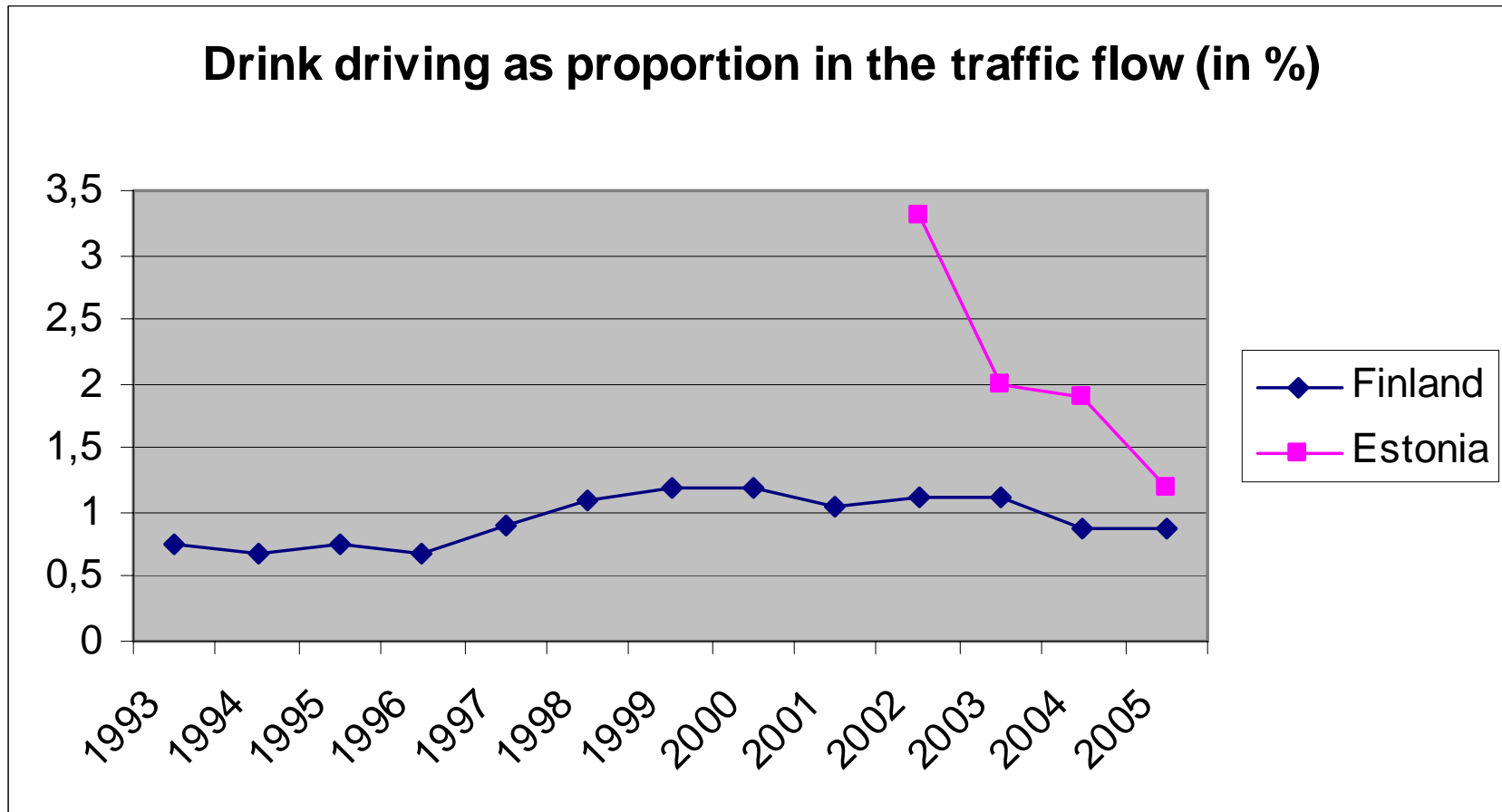
Levels of Drink drive offences

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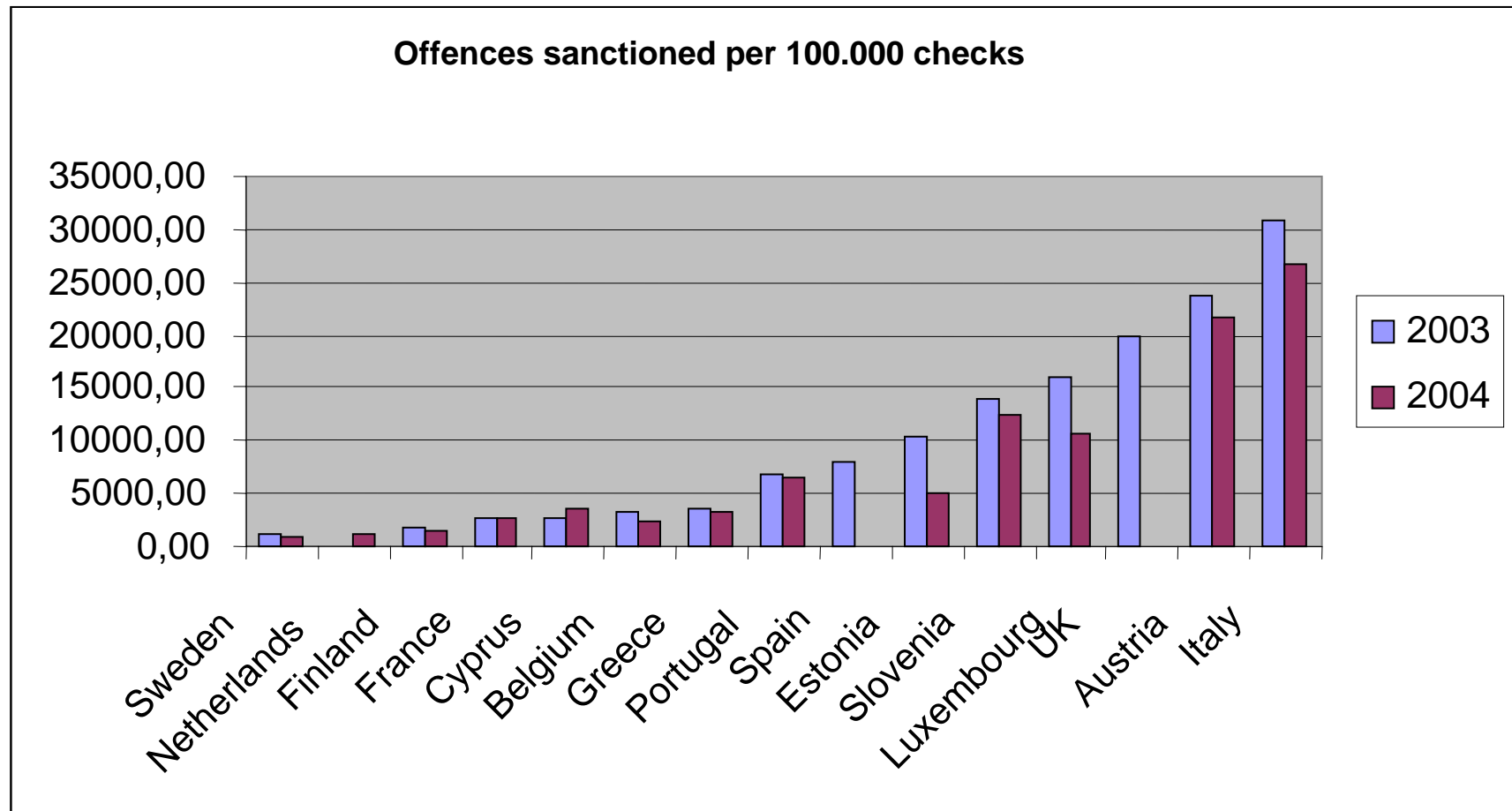


Proportion of offences to checks

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EU Member State comparisons

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Country	Legal BAC limit	Enforcement intensity % of inhabitants	% deaths caused by drivers over the legal limit
Sweden	0.2 mg/ml	high - 17%	about 10% (2002)
Finland	0.5 mg/ml	high - 34.5%	16% (2003)
Netherlands	0.5 mg/ml	high - 12.3%	18% (2003)
Luxembourg	0.8 mg/ml	low - 4.7%	14% (2004)
UK	0.8 mg/ml	low - 1	17.5% (2004)
Ireland	0.8 mg/ml	n/a	n/a
Cyprus	0.8 mg/ml	low 5.3%	40% (2005)

Increasing the subjective risks of enforcement...

