DRINK DRIVING IN THE EUROPEAN UNION

Safe and Sober Poland | Warsaw, 23 January





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E T S C

- ✓ 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







Road Safety Performance Index (PIN)

Ranking EU countries' performances











DRUG DRIVING



17 years of raising awareness on Alcohol Interlocks through:

- 33 national events since 2008 (21 countries in Europe covered)
- 2 EU events in the European Parliament
- Regular participation in the Alcohol Interlock Symposium
- 1 report on Alcohol Interlock programmes in the EU
- 1 EU map on updated info on Al offender programmes in the EU









20,418

people died in road traffic in the EU in 2023

2,260

people died in alcohol-related crashes in 2021*

DRINK-DRIVING IN THE EUROPEAN UNION



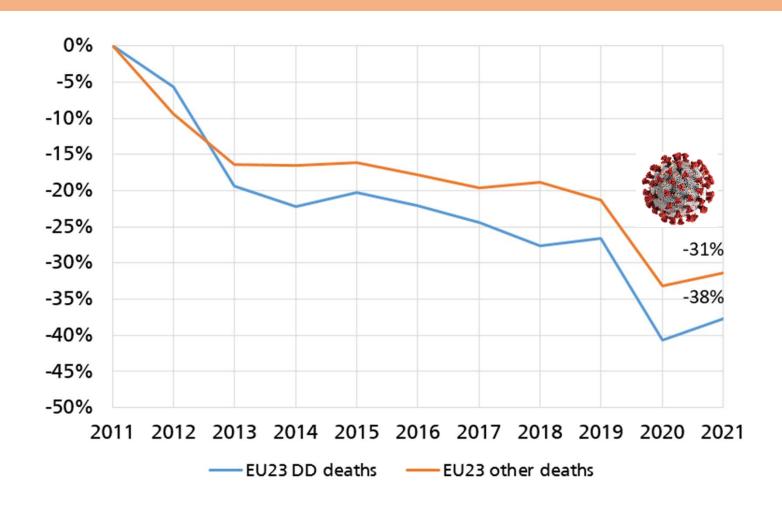
- Up to 1.5 2% of KM driven in the EU are driven with an illegal Blood Alcohol Concentration (BAC);
- Of all road deaths in the EU, 25% are alcohol-related;
- Risk factor in up to 40% of e-scooter deaths
- Alcohol related crashes are the leading cause of death in the age group 16-25

DRINK-DRIVING IN THE EUROPEAN UNION

At least **4,000** deaths could have been prevented by eliminating drink driving

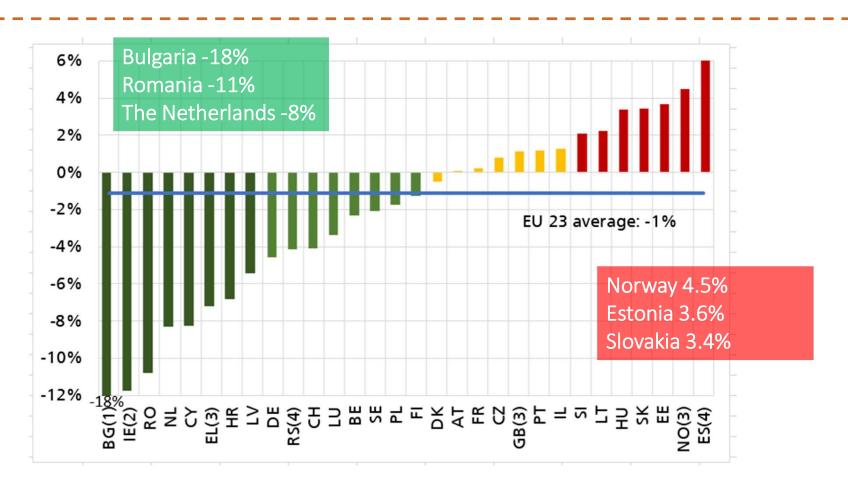


DRINK DRIVING PROGRESS 2011-2021

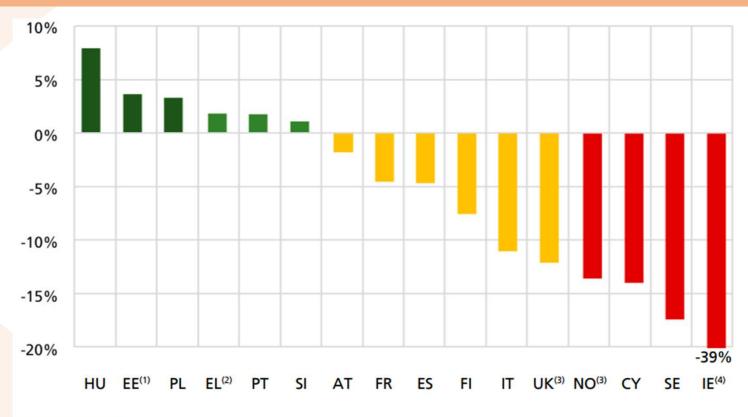


PROGRESS IN TACKLING DRINK DRIVING 2011 – 2021

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



Drink-driving – alcohol breath checks (2011-2021)



Average annual change in the number of alcohol roadside breath checks per 1000 population over the period 2011-2021

Drink-driving – alcohol breath checks (2011-2021)

	20	2021		2020		2019		2018		2017		2016		2011	
	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	
EE	576	0.8%	566	0.9%	696	0.8%	584	0.9%	513	1.0%	656	0.8%	n/a		
PL	219	1.2%	177	1.5%	444	0.7%	434	0.6%	470	0.6%	473	0.6%	149	3.2%	
SI	190	3.1%	172	3.2%	203	3.1%	171	3.3%	191	3.5%	142	3.7%	189	4.5%	
HU	185	1.2%	173	1.3%	279	0.9%	298	1.0%	241	1.2%	174	1.5%	118	2.9%	
PT	160	2.2%	126	1.9%	186	6.1%	172	2.2%	172	3.9%	167	2.7%	117	4.3%	
AT	155	2.1%	137	2.1%	204	1.7%	197	1.6%	196	1.6%	192	1.7%	169	2.8%	
FR	109	3.2%	108	3.2%	139	3.4%	145	3.4%	157	3.3%	153	3.1%	177	3.5%	
FI	71	2.3%	78	2.2%	174	1.0%	253	0.8%	268	0.7%	277	0.7%	219	0.9%	
SE	33	2.3%	40	2.1%	126	0.9%	117	0.9%	117	1.0%	122	1.0%	259	0.7%	
CY	31	8.3%	49	9.0%	92	8.9%	102	9.0%	120	7.2%	105	7.9%	205	4.9%	
IE ⁽¹⁾	18	0.6%	21	0.4%	64	0.5%	65	0.5%		n/a					
NO	r	n/a		2.6%	180	0.8%	177	0.7%	211	0.6%	258	0.6%	358	0.3%	
LT		n/a 83 5.1%													

EFFECTIVE MEASURES



Lower Blood Alcohol Concentration (BAC) limits;



Sanctions and enforcement;



Alcohol Interlocks (rehabilitation and commercial transport);



Education and campaigns

ALCOHOL INTERLOCKS & REHABILITATION PROGRAMMES



Alcohol interlocks are:

- An effective measure for hard-core drink-driving offenders
- An effective prevention tool

LEGISLATION NEEDED

To maximise the effect on road safety, alcohol interlock programmes for drink-driving offenders should be compulsory and placed under administrative law.

STRENGHTS AND WEAKNESSES

A. Effective programmes showed positive impacts such as:



- a) securing the jobs of people who relied on being able to drive for work;
- b) making drivers aware of their responsibilities;
- c) helping offenders remain integrated in society (although participation is sometimes perceived as a constraint);

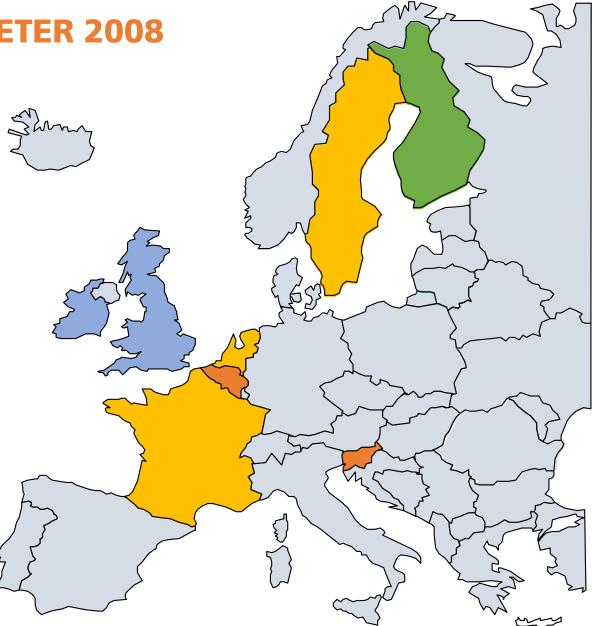


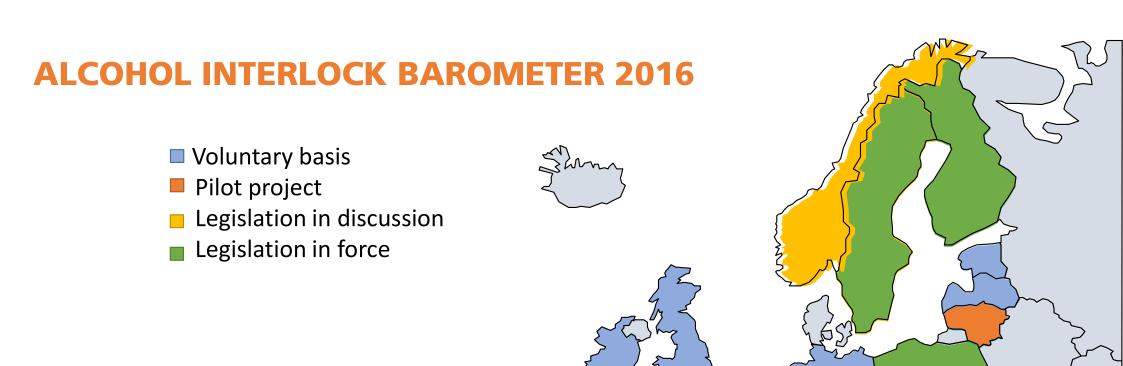


- B. Two key elements for a successful programme:
- a) Rehabilitation measures
- b) Affordable costs



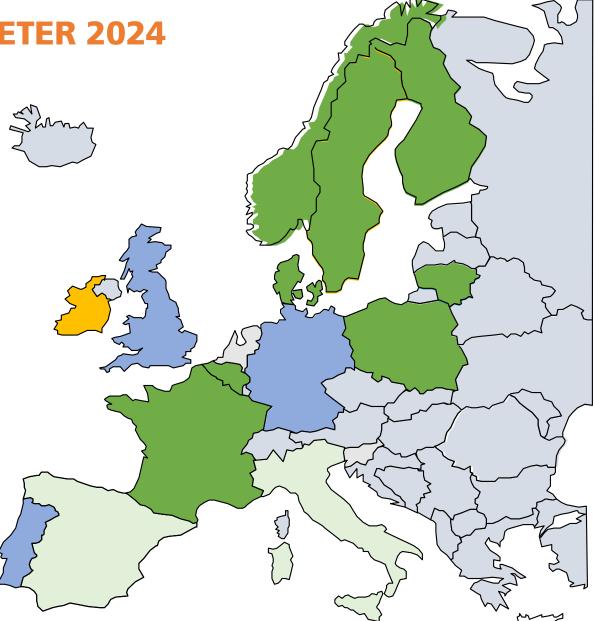
- Voluntary basis
- Pilot project
- Legislation in discussion
- Legislation in force







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ALCOHOL INTERLOCKS IN COMMERCIAL TRANSPORT





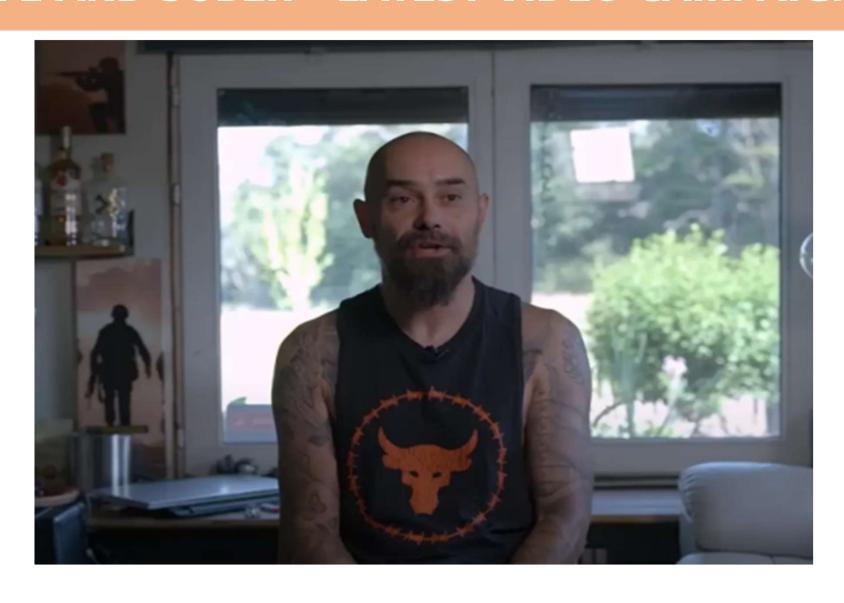


In commercial vehicles as an extension of the vehicle safety systems and demonstrate the company's commitment to both driver and public safety.

OUR RECOMMENDATIONS

- Mandate the use of alcohol interlocks for professional drivers
- As a first step towards wider use of alcohol interlocks, legislate their use for repeat offenders and professional drivers
- Develop use of alcohol interlocks as part of rehabilitation programmes
- Allow people with an alcohol dependency to be included in alcohol interlock rehabilitation programmes, as long as it is combined with medical supervision

SAFE AND SOBER – LATEST VIDEO CAMPAIGN



FIND OUT MORE



European Transport Safety Council

www.etsc.eu



Thank you for your attention!

Find out more









Watch our Videos





Interactive map on drink-driving policies online



E T S C

SMART 🕰

