



Road Safety the European Union Policy

● **Maria Cristina Marolda**
European Commission, Directorate General for Mobility & Transport
Road Safety Unit

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



ON THE MOVE
for safer roads in Europe



**EUROPEAN
COMMISSION**



Fighting Drink-Driving

PARTNERSHIP AGAINST DRINK DRIVING IN EUROPE

Brussels, 3 December 2010

Policy orientations on road safety 2011-2020

● 3 Pillars:

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



“A shared responsibility”

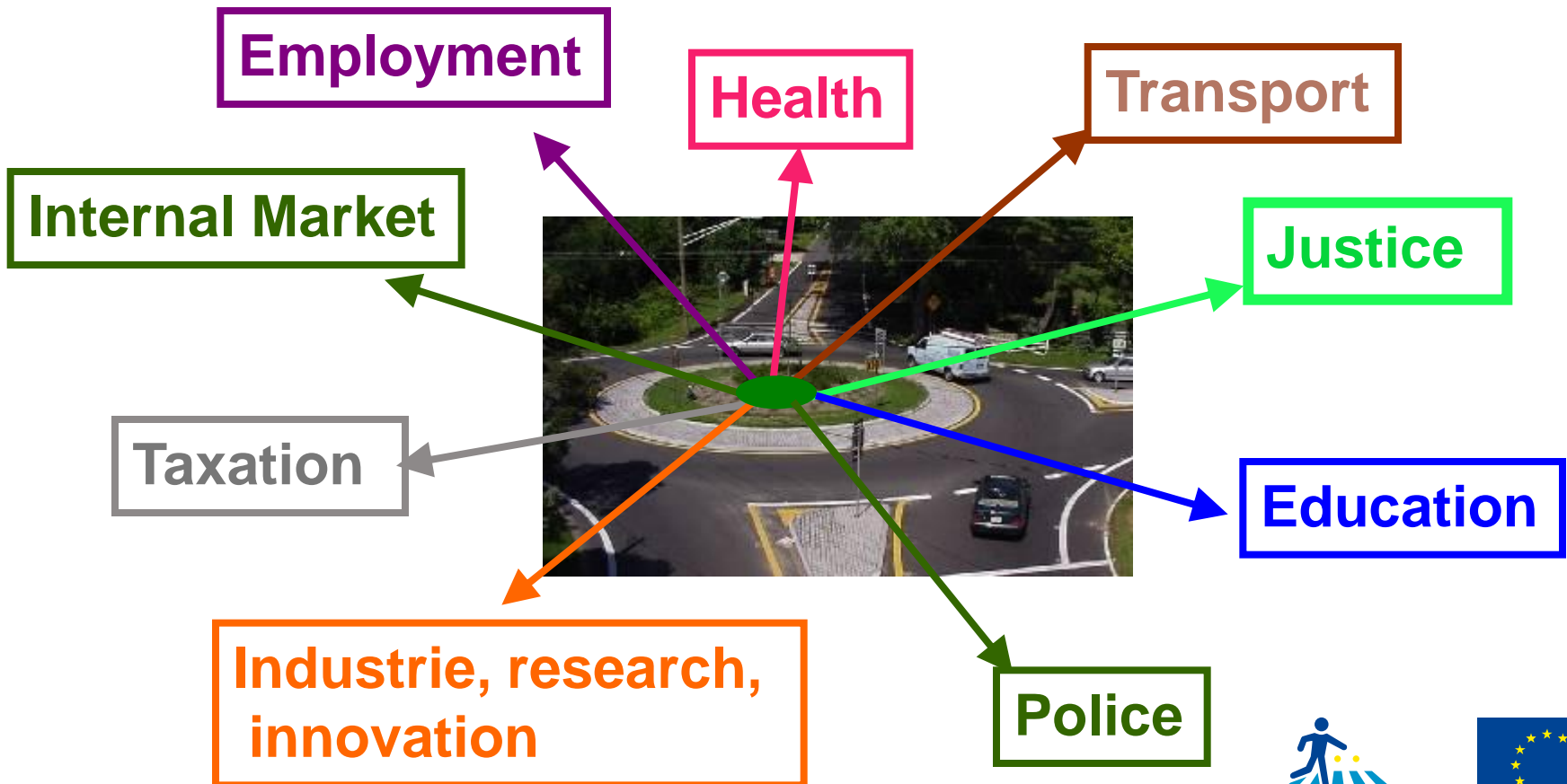
Action by ALL stakeholders is needed

- **Public Authorities: EU + Central Governments + Local Authorities...**
- **Private Companies: Car industry + Transport companies + Road operators**
- **Users: everybody !**



The EU acts wherever it provides an added value

Drink-related harm – a social problem that needs an integrated multi-sectoral approach



What are the effects of drink-driving?

1% of all European checked drivers have 0.5 g/l alcohol in their blood or more.

Over 20% of road accidents are alcohol related.

For TRANSPORT the problem is « driving under influence » = alcohol consumption + risk taking

Solutions focused on transport, but contributing to the general problem.

What strategy to fight drink driving?

An over ranging strategy including



Prevention



Enforcement



Sanctions



PREVENTION

Includes:



EDUCATION

(behavioural aspects in drivers' training)



AWARENESS

(campaigns, information, Role of industry)



Marketing



ENFORCEMENT

Includes:



SETTING THE RULES
(BAC levels)



DETERRENCE: supposes that drivers fear consequences and refrain from drink driving

Deterrence alone clearly demonstrates to be an insufficient performance



SANCTIONS

Licence-related sanctions are more effective than fines or prison

Driving ban to be effective should be for a minimum of 3 months to a maximum of 12 months

Combination of driving restrictions and **rehabilitation treatment** gives the best results

2 categories of drink-drivers 2 different sanctions

Driver rehabilitation is a measure to prevent people from impaired driving and restore their mobility in a safe way. It fits to the overall goal of mobility of European citizens without endangering traffic safety.

Dependent DUI offenders - addiction therapy is the adequate treatment. It is provided by the health sector in all Member States.

Non-dependent DUI offenders - driver rehabilitation programmes focusing on attitudinal and behavioural changes

Prevention of recidivism must stay the first goal of drink driving policies

Member states need to discuss the real social exclusion represented by the suspension of the driving licence, and to propose more efficient procedures in term of prevention of recidivism.

MONITORING

Driver rehabilitation can be combined with **structural interventions** (such as alcohol ignition interlock devices) in order to restore the mobility of offenders in a safe way as early as possible.



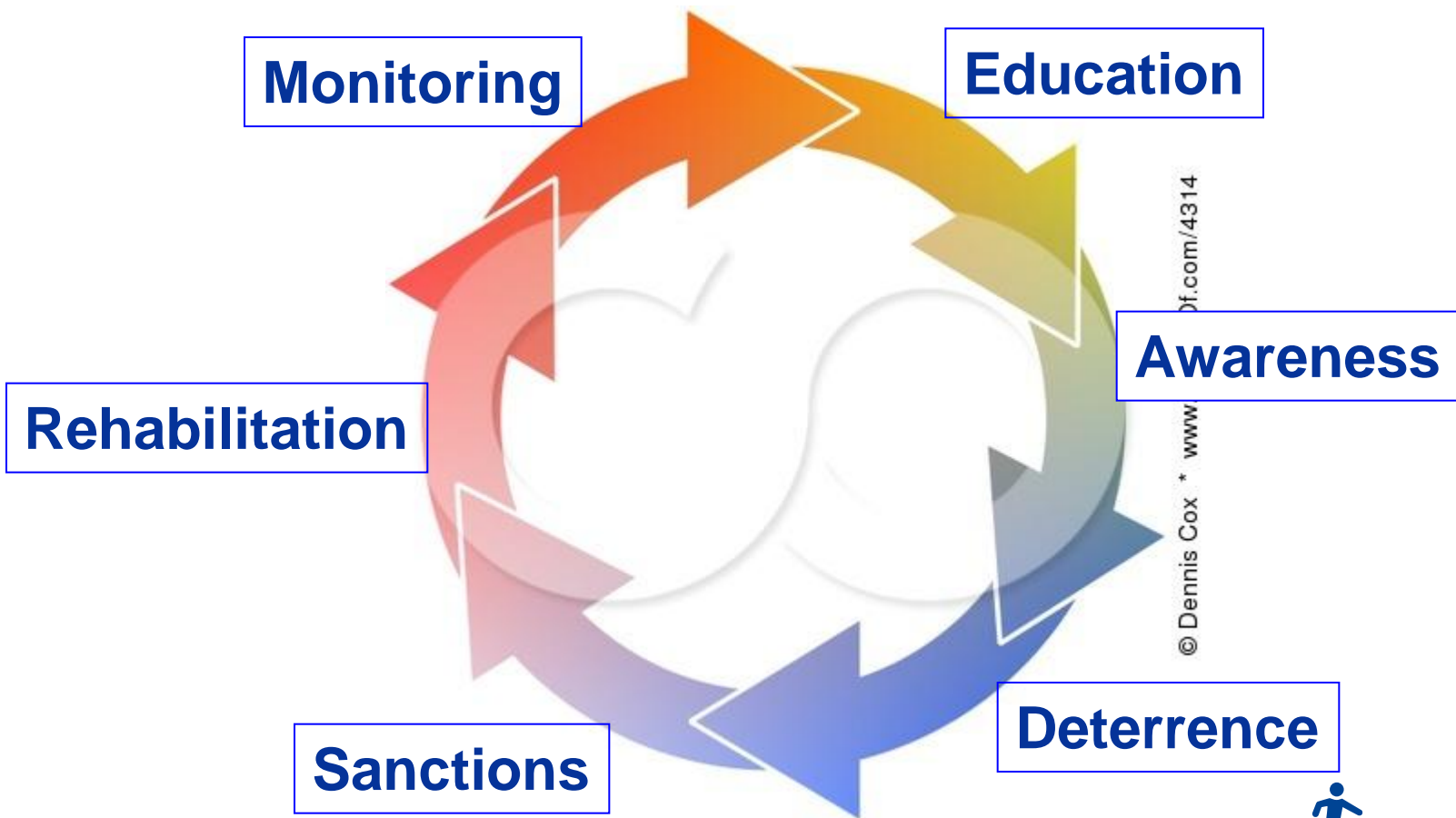
Driver rehabilitation for drink-driving offenders should be part of a comprehensive system

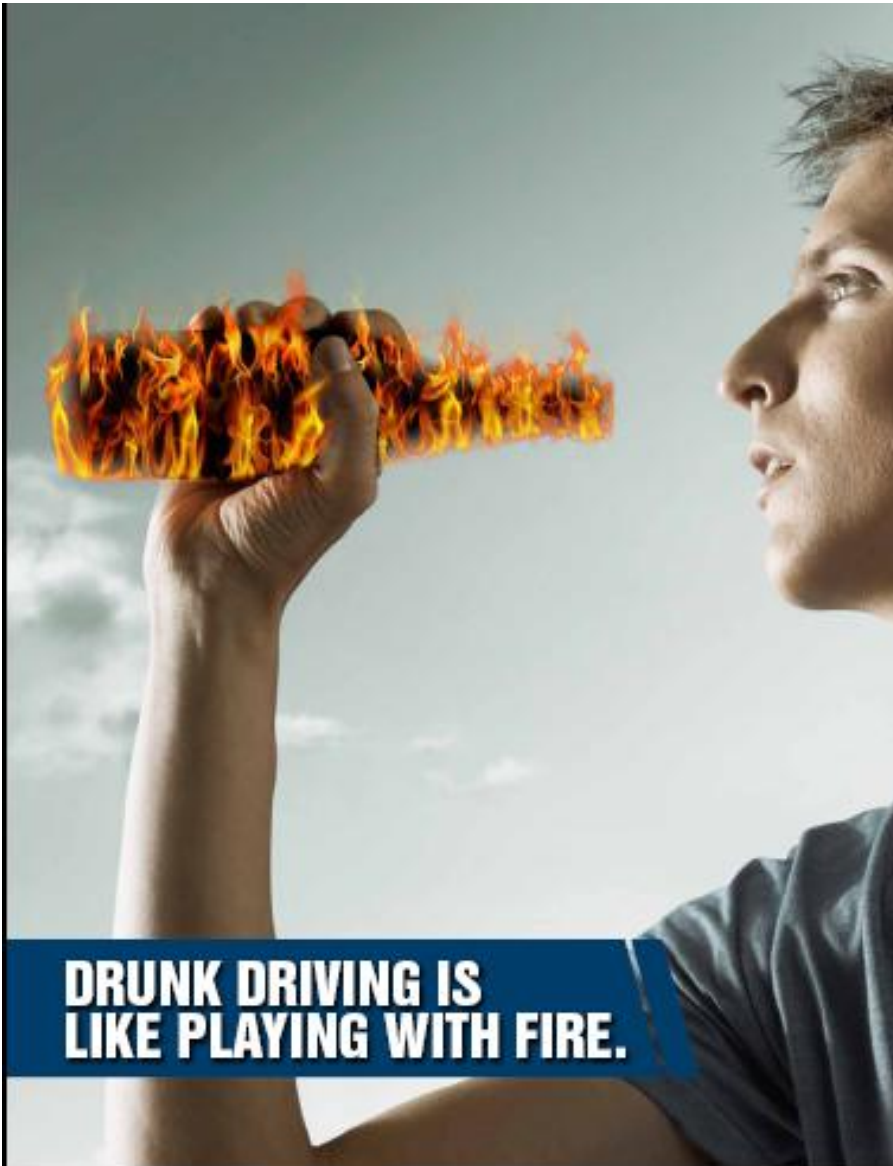
Deterrence – Rehabilitation - Monitoring

- ❖ Policies based on controls and enforcement and those based on prevention and education lose their efficiency once having reached this hard core.
- ❖ Demonstration was given that a monitoring of sober driving linked with a real accompanying **educational process** and with a **medical and psychological follow up** brings a required compliance to policies of enforcement and prevention.



TO CLOSE THE CIRCLE





**DRUNK DRIVING IS
LIKE PLAYING WITH FIRE.**

**THANK YOU
FOR YOUR
ATTENTION**