



# Alcohol and driving

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**National Office  
for Traffic Medicine**

**VISION  
ZERO**  
NO ROAD DEATHS  
OR SERIOUS INJURIES BY 2050



**Trinity College Dublin**  
Coláiste na Tríonóide, Baile Átha Cliath  
The University of Dublin

# Government Road Safety Strategy (2021 – 2030)

- Action 23: Establish a working group to consider and make recommendations for the implementation of an alcohol interlock programme, supported by a drink drive rehabilitation course in Ireland, for high-risk drink drive offenders



## New Vehicle Safety Technologies

Alcohol Interlock  
Installation Facilitation

Driver Drowsiness  
and Attention Warning

Reversing Camera  
or Detection System

Emergency  
Stop Signal

Emergency  
Lane-Keeping System

Intelligent  
Speed Assistance

Advanced  
Emergency Braking

The New General Safety Regulation (EU)  
2019/2144 safety features apply from  
7 July 2024 for newly manufactured vehicles



VISION  
ZERO



See RSA.ie

## Alcohol Interlock Installation Facilitation

- New buses and trucks
- All new models 2024
- All new cars 2030



**38%**  
alcohol-related collisions.



**29%**  
of all 867 collisions involved **at least one driver or motorcyclist** with a record of alcohol consumption prior to the collision.



**9%**  
of the 867 fatal collisions involved a pedestrian who had consumed alcohol.



Half of all drivers and motorcyclists over **four times the current drink driving limit**. A quarter of drivers were five times over the current legal limit and a fifth of motorcyclists were five times over the current legal limit.



Almost half (47%) of the drivers aged between 16 and 24 years had a BAC of 201-251+.



Over  
ped  
wit

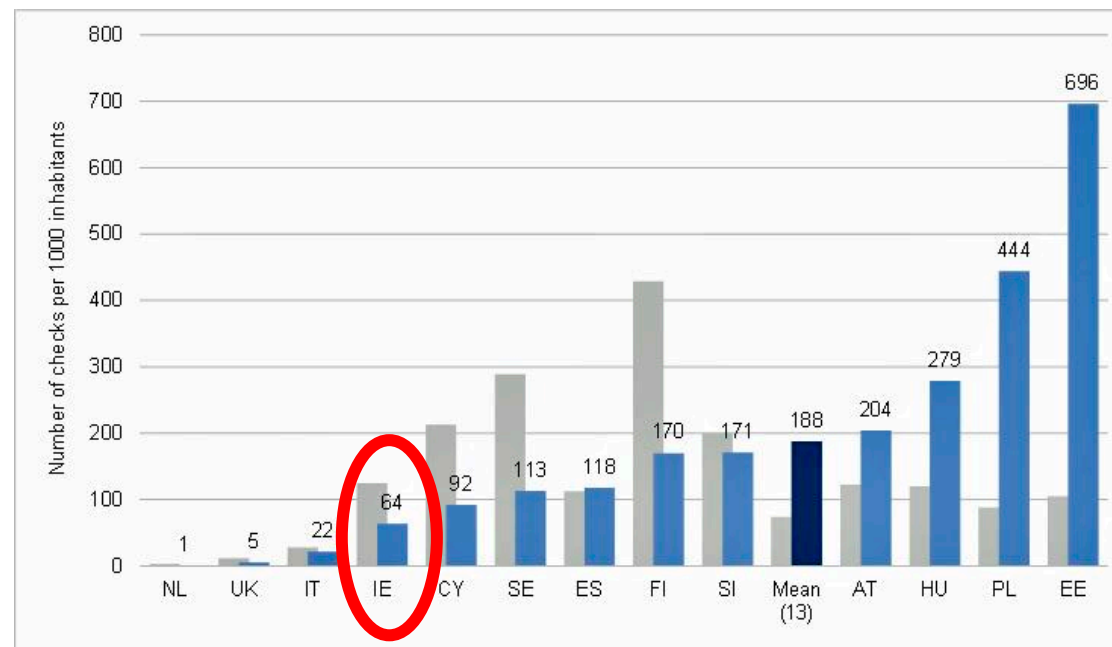


Almost **1/3** of the alcohol-related collisions occurred on a Sunday.  
Almost **2/3** occurred on the weekend days Friday, Saturday and Sunday.



## Alcohol as a Factor in Fatal Collisions

Figure 3.16 Number of alcohol checks per 1000 inhabitants in 2010 and 2019 in selected countries<sup>20</sup>



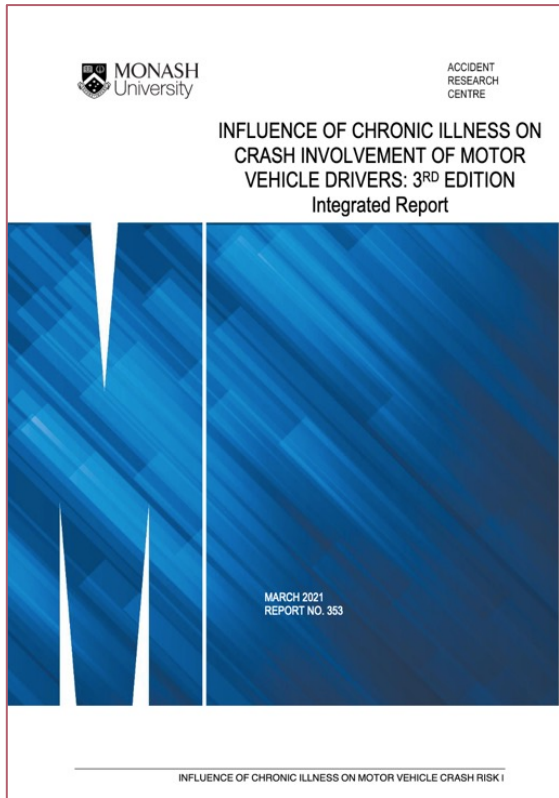


BAC equivalent levels	Number of specimens	% above each level
>0	5878	66.3
>20	5515	62.2
>50	4921	55.5
>80	4202	47.4
>100	3733	42.1
>200	2390	26.9



# Background to DUI and AUD

- Almost 80% of first-time offenders, 89% of second-time offenders and 98% of third time DUI offenders had alcohol use disorder(AUD)
- Hard core of 10% of all drink-driving offenders but is involved in two-thirds of all alcohol-involved crashes



# Alcohol Use Disorder

A blind spot for healthcare professions and licencing authorities

## *Ethical debate*

Why are doctors ambivalent about patients who misuse alcohol?

*BMJ* 1997;315:1297-1300

It is not unusual for doctors to see patients who they strongly suspect are misusing alcohol. Should they ignore it or try to intervene? And what should they do if the patient's alcohol misuse puts other people at risk? In this ethical debate a lawyer, two psychiatrists, and an oral and maxillofacial surgeon give their views.



# Alcohol Misuse

A state which, because of consumption of alcohol, causes disturbance of behaviour, related disease or other consequences, likely to cause the patient, his/her family or society harm now, or in the future, and which may or may not be associated with dependence  
ICD10 F10.1 ...Binge Drinking..

**3 Months till Abstinent/Controlled**





# Alcohol Dependence

A cluster of behavioural, cognitive and physiological phenomena that develop after repeated alcohol use and which include a strong desire to take alcohol, difficulties in controlling its use, persistence in its use despite harmful consequences, with evidence of increased tolerance and sometimes a physical withdrawal state - ICD10 F10.2

**6 Months free of alcohol**

# Stakeholder engagement

- Working Group Alcohol Interlocks & Driver Rehabilitation
  - Road Safety Authority
  - Department of Transport
  - Department of Justice
  - An Garda Síochána (police force)
  - Medical Bureau of Road Safety





Criterion	ETSC	PACTS	EU Commission	Other
<b>Effectiveness</b>				
Reducing reoffending	2016, 2020, 2023		ECORYS (2014)	
More effective than alternatives	2016			NOTM (2022)
Impact on road traffic crashes	2016		ECORYS (2014)	NOTM (2022)
Impact on fatalities	2016		ECORYS (2014)	NOTM (2022)
Effects of rehabilitation	2016			
<b>Health &amp; social benefits</b>				
Consumption of alcohol				
Health benefits	2020		ECORYS (2014)	
Improvement in relationship with families				



Criterion	ETSC	PACTS	EU Commission	Other
<b>Effectiveness</b>				
<b>Mobility &amp; economic benefits</b>				
Cost benefit analyses	2016		ECORYS (2014)	SWOV (2020)
Securing jobs for offenders	2016		ECORYS (2014)	
<b>Societal factors</b>				
<b>Acceptability</b>				
Public perspective				
Offender perspective				
Driver awareness	2023			
Offender integration	2023			
Reducing unlicensed driving	2016			
Enforcement	2023		ECORYS (2014)	

# Cost Benefit Analysis of the Irish alcohol Interlock programme 2020 (SWOV)

Table 5.2. Summary of the results of the total incremental benefits and costs for the base scenarios and the resulting Benefit Cost Ratio and Net Present Value

Overall summary of benefits and costs (€) over the appraisal period of 2021-2030				
Scenario	Scenario 1, low reduction range	Scenario 1, high reduction range	Scenario 2, low reduction range	Scenario 2, high reduction range
Present value of total benefits	58,399,655	88,690,060	75,939,328	115,316,855
Present value of total costs	10,412,462	10,412,462	15,804,622	15,804,622
Net present value (NPV)	47,987,193	78,277,598	60,134,706	99,512,232
BCR	5.6	8.5	4.8	7.3

.The most likely implementation of the AIP, will result in a BCR of 6.1 and an NPV of 52 million euros.

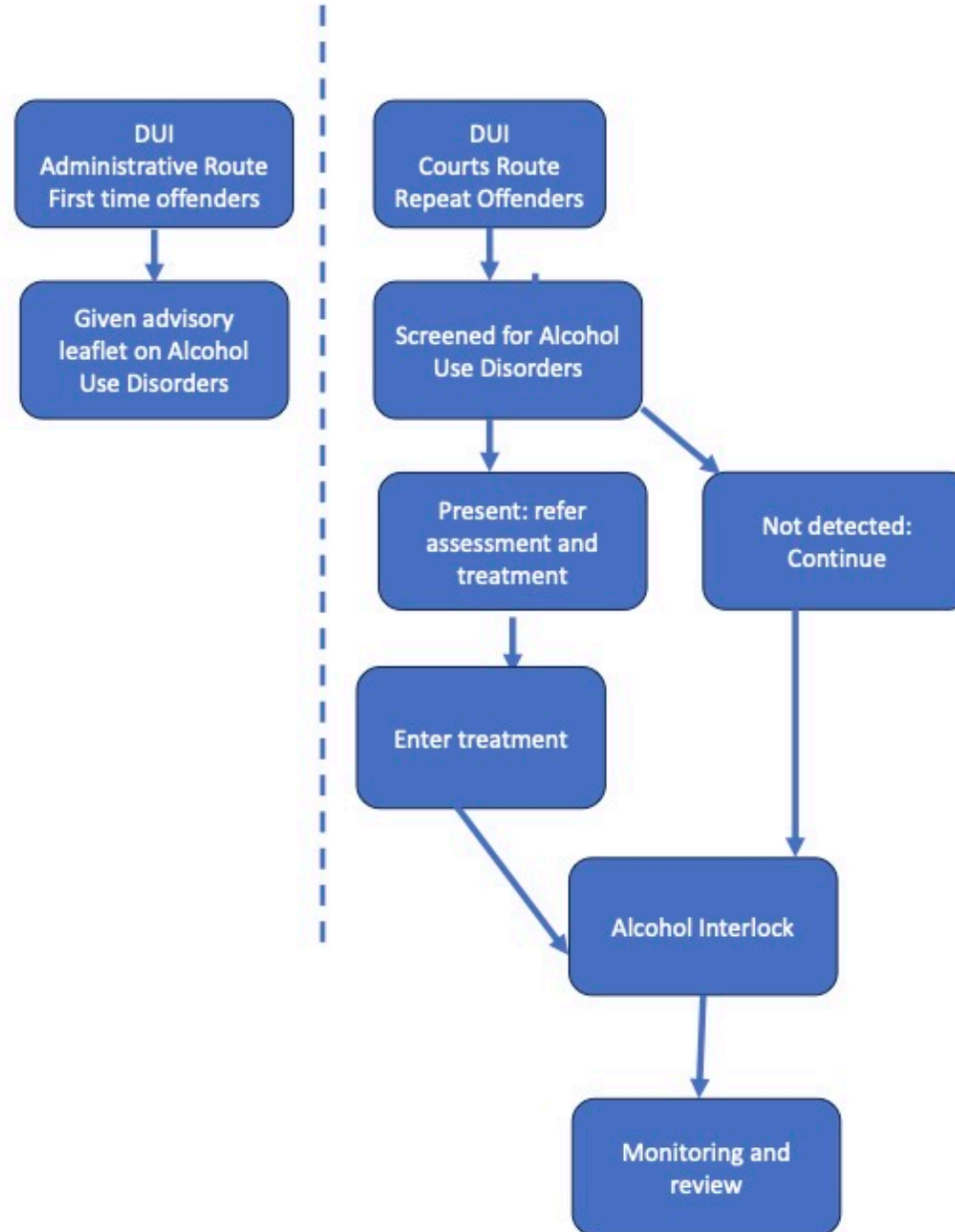
[https://www.rsa.ie/docs/default-source/road-safety/r4.1-research-reports/safe-road-use/cost-benefit-analysis-of-the-irish-alcohol-interlock-program-20201e8ac850-22a5-47d0-8da2-86e000556367.pdf?Status=Master&sfvrsn=966c13fa\\_3](https://www.rsa.ie/docs/default-source/road-safety/r4.1-research-reports/safe-road-use/cost-benefit-analysis-of-the-irish-alcohol-interlock-program-20201e8ac850-22a5-47d0-8da2-86e000556367.pdf?Status=Master&sfvrsn=966c13fa_3)



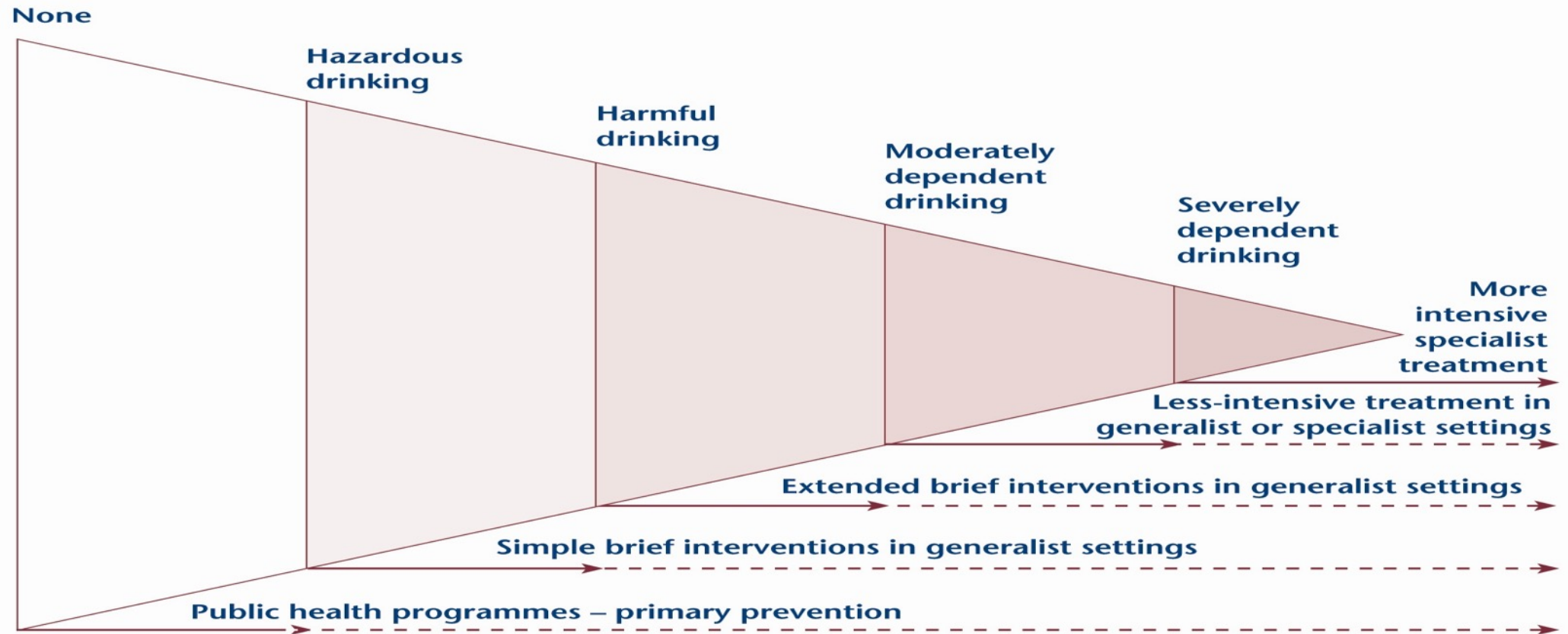
## Key message

- Only works when embedded in coordinated rehabilitative health and legal framework with public buy-in

Schematic representation of screening, assessment, rehabilitation and alcohol ignition interlock programme (SARIIP)



## Spectrum of responses to alcohol problems



**Figure 1** A spectrum of responses to alcohol problems

Source: Rastrick et al. (2006),<sup>1</sup> adapted from Institute of Medicine (1990).<sup>2</sup>





# HSE SAOR Brief Intervention for Drug Users

- Support, Ask and Assess, Offer Assistance, Refer
  - Model (O'Shea, Goff & Armstrong, 2017)
- Theoretical and operational framework for the delivery of screening and brief interventions for problematic substance use.

<https://www.hse.ie/eng/about/who/primarycare/socialinclusion/addiction/national-addiction-training/alcohol-and-substance-use-saor/>

The *National Protocols and Common Assessment Guidelines* (NDRIC, 2011) and the NDRF (2010) process can be summarised as follows:



<https://www.hse.ie/eng/about/who/primarycare/socialinclusion/addiction/national-addiction-training/alcohol-and-substance-use-saor/saor-2nd-edition-2017.pdf>



# SAOR Education & Training

- E-learning: 'Brief Intervention Skills for Dealing with Substance Misuse' and is based on the SAOR model.



# Recommendations

1. A lead agency should be identified or established to take overall responsibility for the SARIP programme
2. The programme should form an integral part of the judicial approach to DUI with mandatory implementation for certain groups
3. Programme should be funded jointly by relevant government departments
4. A health sub-committee should be established to support the Screening, Assessment and Rehabilitation elements
5. A specialist sub-committee should be established to consider the legislative and regulatory aspects of programme implementation



# Recommendations

6. Ensure rapid implementation of SARIIP after DUI detection including ongoing monitoring and effective enforcement
7. Engage with the insurance industry
8. Adopt the European standards for Alcohol Ignition Interlocks
9. Implementation for Group 1 drivers should be on a trial basis initially.
10. Ensure good communication lines established from the design phase of the programme onwards
11. A strategic approach should be adopted regarding overall programme implementation, starting with a preventive approach to Group 2 licence holder groups



# Key Learnings

- Integrated SRAIIP effective for road safety and added societal benefits
- Requires broad stakeholder and public engagement
- Significant inputs needed from Depts Health, Transport and Justice
- Whole system approach is key to efficient and effective development and implementation



# Make Every Contact Count

- Ask
- Advise
- Consider driving advice
- Check alcohol treatment services in your area

<https://www.ndls.ie/medical-fitness/health-and-driving-information-leaflets.html>



National Driver Licence Service  
*An tSeirbhís Náisiúnta um Cheadúnais Tiomána*

## Alcohol and Driving

This is an overview of the driving risks for drivers who misuse alcohol and have alcohol-dependence issues. Full guidelines are published in *Sláinte agus Tiomáint: Medical Fitness to Drive (MFTD) Guidelines*.

