



RDW

Dutch Alcohol Interlock Program

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Content of presentation

- The RDW.
- Reasons for the Interlock programme
- Legal framework
- Features Dutch Interlock Programme
- Technical requirements
- Implementation facts.
- Evaluation.



RDW in the Netherlands

RDW is the national vehicle authority in the Netherlands

Responsible for monitoring the safety and environmental aspects of the vehicle fleet

The RDW is a professional and reliable partner for all parties involved in the vehicle chain

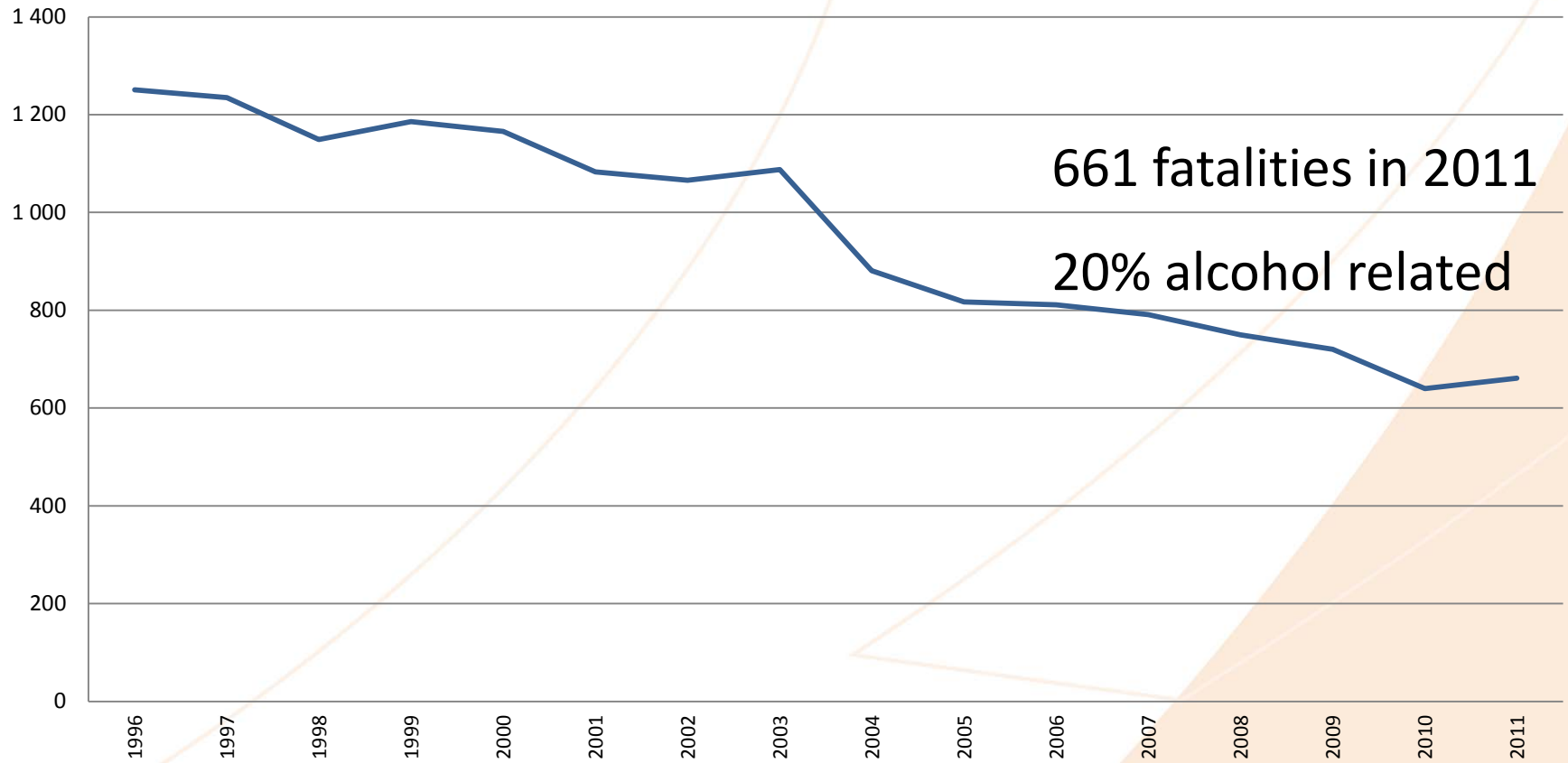


RDW in the Netherlands

- Admitting vehicles and components (Type Approval)
- Supervising Periodical Technical Inspections.
- Gathering, storing, updating and managing data about
 - vehicles,
 - their owners and
 - vehicle documentation
- providing information to third parties.
- Issuing documents related to vehicles licenses and driverslicenses.
- Participating in safety related projects such as the Alcohol Interlock Program



Road Safety in the Netherlands



RDW

Measures to combat drink driving 2010

- **Prevention**

- Campaigns, like BOB campaign
- Alcohol limits: experienced driver 0,5 g/l
novice driver 0,2 g/l

- **Prevention/Detection**

- Enforcement

- **Punishment**

- Fines,
- Disqualification to drive
- Jail

- **Administrative measures**

- Driver improvement programs: 1-day and 3-day trainingcourses
- Medical psychiatric assessment to determine alcohol addiction



Reason for the interlock program

- DUI = one of main causes of fatal accidents
- More drivers drive sober
- No downward tendency of drink-drivers >1,3 ‰
- They are responsible for 75% of all alcohol accidents
- We need a new instrument to tackle this group



“Alcohol interlock program”



Legal framework since 2011



Drink driver is stopped by police

Criminal Law: judge can impose sanctions

BAC < 1,5: Fine
BAC > 1,5: Fine & disqualification from driving

Administrative Law: CBR always impose measures

BAC 0,8 – 1,3: Driver improvement program
BAC 1,3 – 1,8: Alcohol interlock program
BAC > 1,8: Medical psychiatric assessment, if not addicted than AIP



Organizations involved

- Ministry of Infrastructure and Environment:



- » Defined the set-up of the program
- » Responsible for legislation & regulations

- The Dutch driving license authority (CBR):



- » Designated by the Ministry to enforce the program
- » Responsible for support & monitoring program

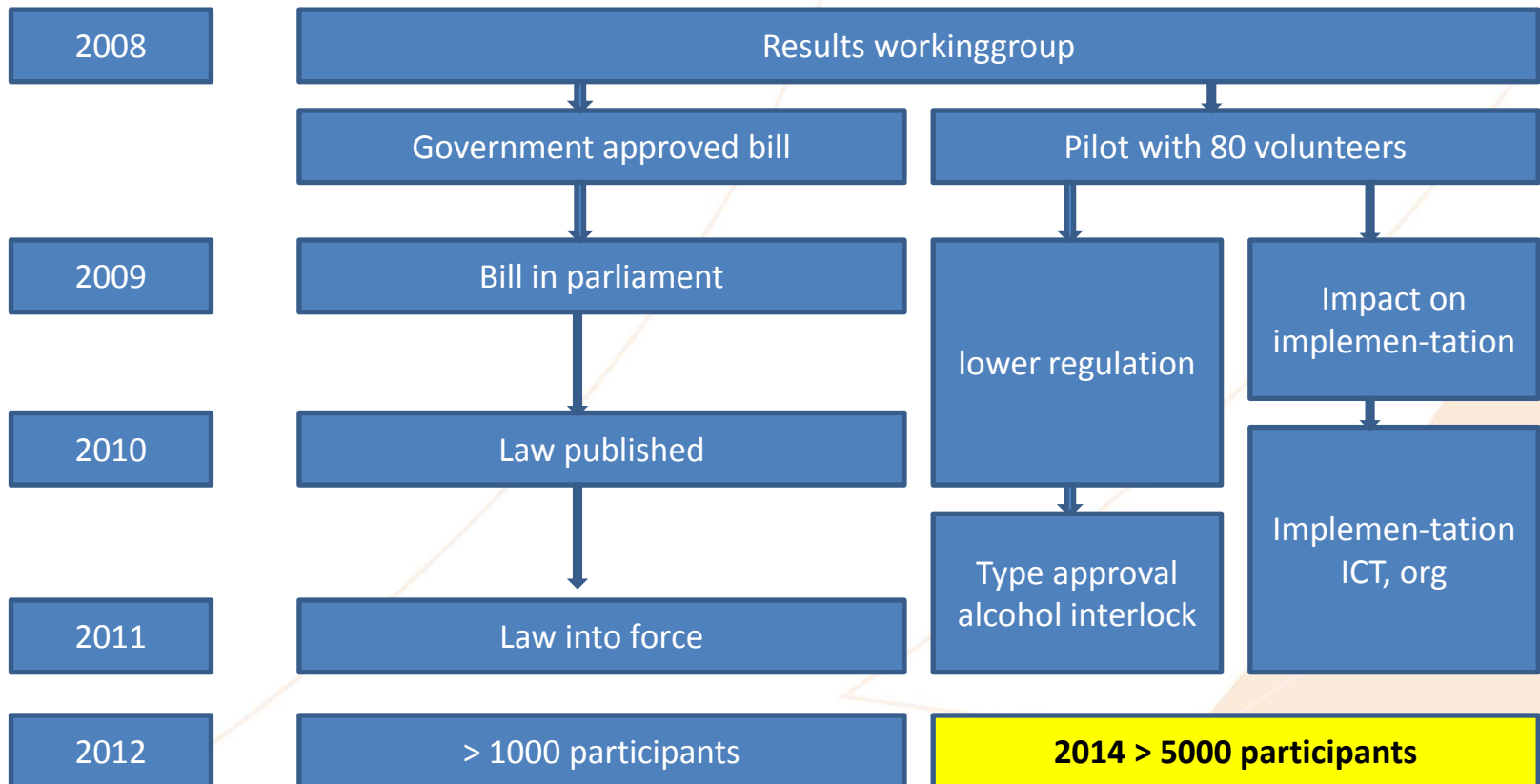
- The Road traffic authority (RDW):



- » Designated by the Ministry to administer interlock data register
- » Responsible for type approval of interlocks
- » Responsible for approval of vendors and installers
- » Responsible for supervision



Implementation Overview



Features Dutch Interlock Program

Mandatory program for:

- first offenders BAC > 1.3
- novice drivers BAC > 1.0
- Recidivists BAC 1.0-1.8 BAC

Not participating = 5 years no license

2 year program for all participants

Extended for drivers who can't separate drinking and driving

Mandatory regular data download

Mandatory support program



Mandatory support program

- Objective: to learn participants to separate drinking & driving
- 3 group sessions to motivate the client, give information about physical and mental effects of alcohol
- Screening tool to advise participants with alcohol problems to search relevant treatment

Practical experience:

Participants think it helps them to share experience and the value knowledge about effects of alcohol on their driving ability



Obligations participants have to meet

- **Pay for the program and alcohol interlock**
 - €300 for the start of the program
 - €790 for the 2 year program and support
 - €177 prolonging the program after 2 years.
 - € 2500-3000 for the lease of the interlock.
- **Installing an interlock in the vehicle(s) he wants drive.**
 - (only possible in passenger cars , in 2015 looking also to bus and trucks)
- **Get a license with National alcohol interlock code 103**
- **Participate at support program within 6 months**
- **Data download every 6 weeks**
- **Comply with the other program conditions regarding maximum false intitial tests, missed retests, fraude etc.**



Obligations participants have to meet

	First 6 months	Second 6 months	Third 6 months	Last 6 months
Initial test: Standard datadownload every 6 weeks	If max 3 initial tests > BAC 0,2, datadownload Every 13 weeks	If max 2 initial tests > BAC 0,2 datadownload every 13 weeks	If max 1 initial tests > BAC 0,2 Datadownload every 13 weeks	All initial tests have to be < BAC 0,2 otherwise AIP will be extended with 6 months
Retest	Allowed: maximum of 3 missed and/or too high retests. Consequence: early recall. More than 3: program will be ended and license invalidated			
Not paying	Program will be ended and license invalidated			
Manipulation	Program will be ended and license invalidated after irregularities concerning: <ul style="list-style-type: none"> •Sealing of the interlock to the vehicle •The wiring from or to the interlock •The casing of the interlock or parts of it •The connection points between parts and to the vehicle •The software or configuration or setting or like 			

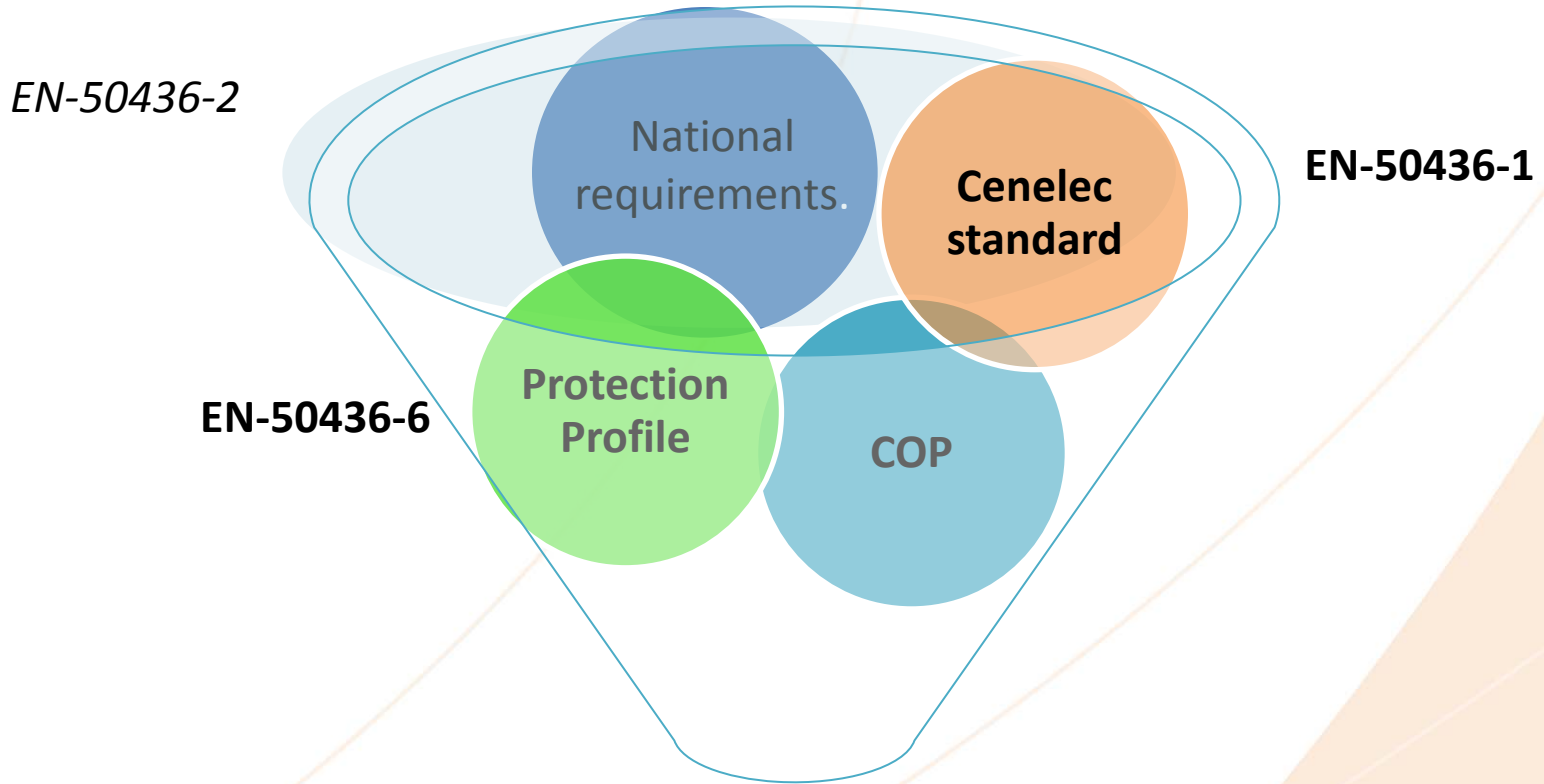


Program conditions

- Feedback after datadownload every 6 weeks
- Less intensive data download regime for participants who show few failed initial tests (every 13 weeks)
- Participants with a lot of failed initial tests will be motivated to seek professional treatment
- Extended program for participants who continue to have failed initial tests
- Tampering or too many failed retests: participant will be expelled



Technical requirements



**Alcohol Interlock
type approval**



RDW

Starting Points of the Programme

1. Protection of Personal Data

Dutch Privacy Act →
Access to personal data is regulated
Supervision by government

2. Level playing field

Different manufacturers
Different types of interlocks
Different type of output data

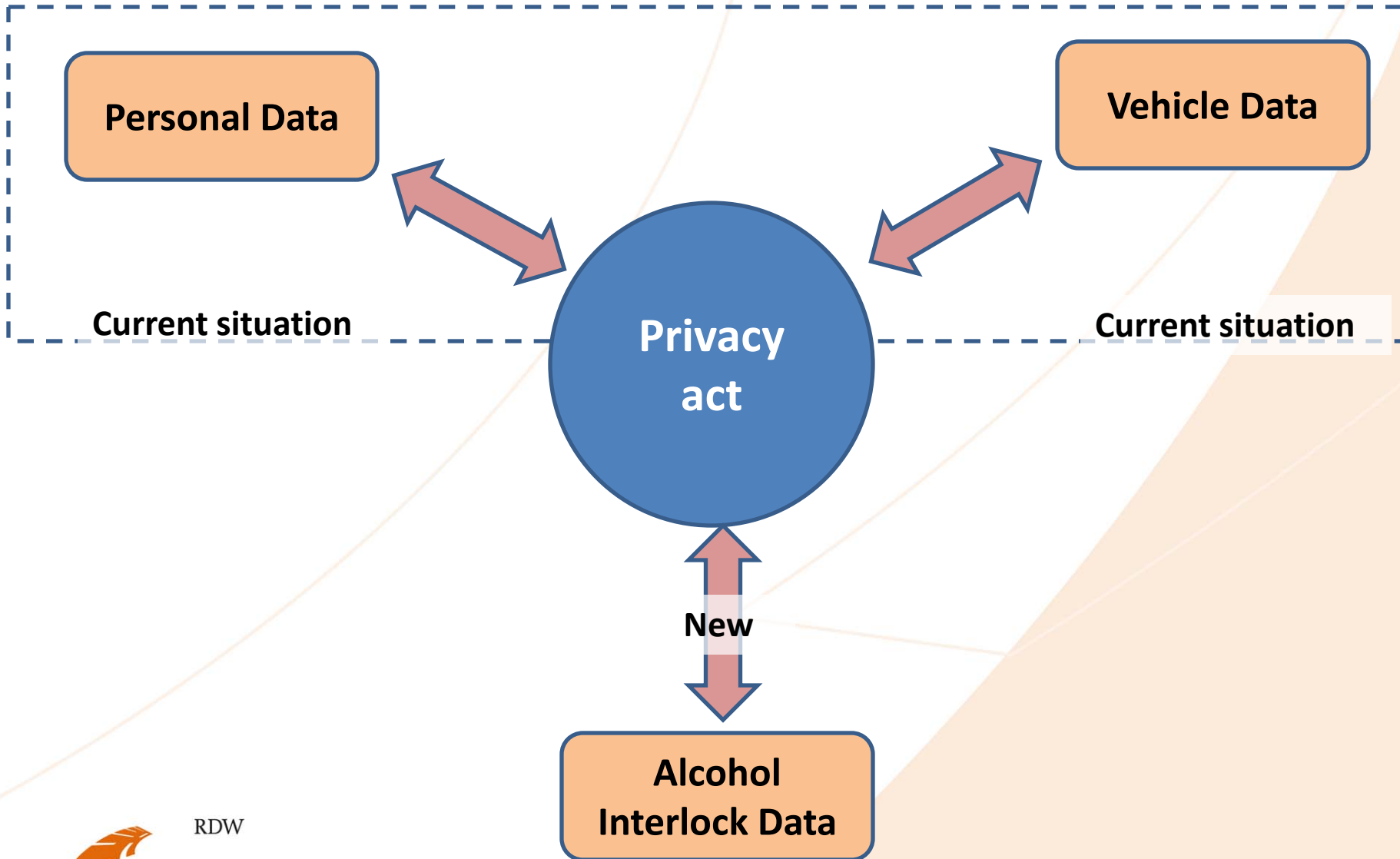
3. Security

Tamper proof
Manipulation of interlock
Manipulation of output data

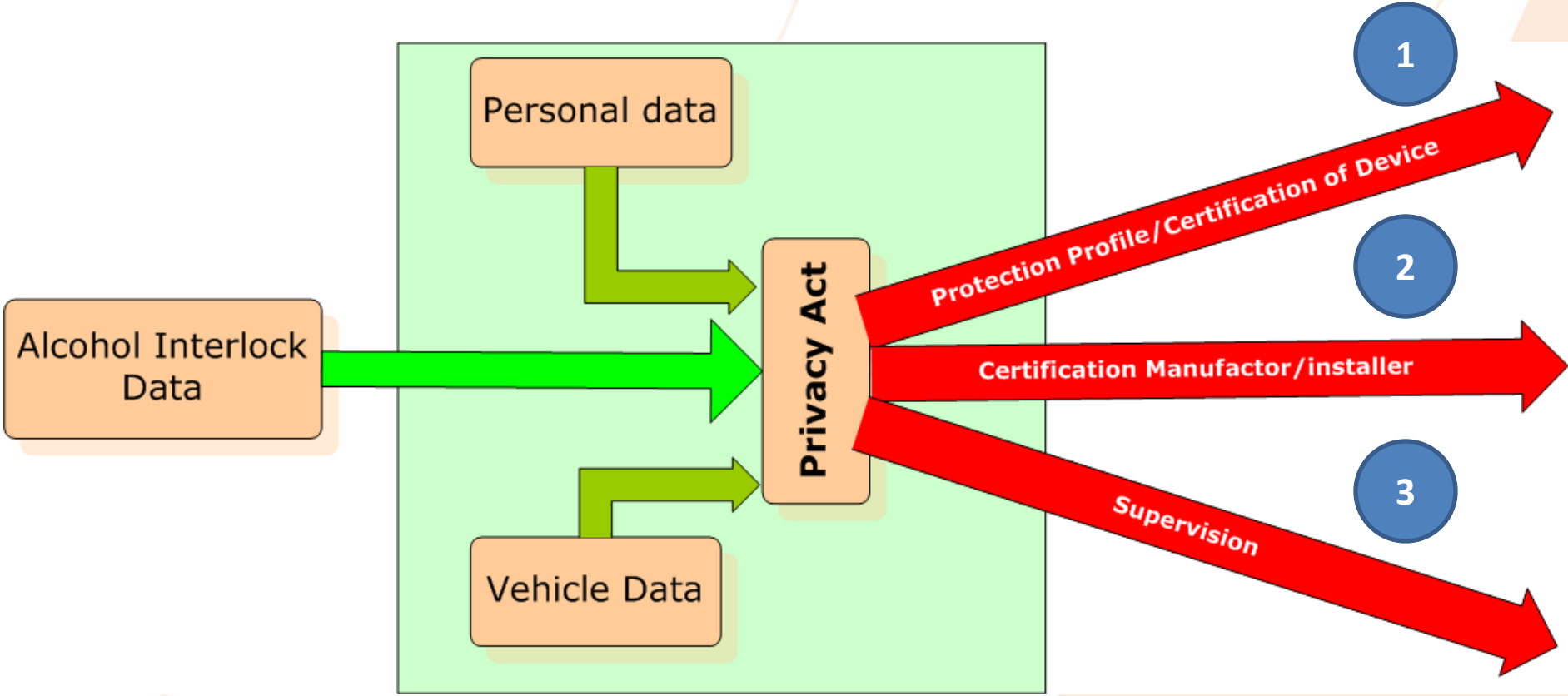
→ Standardization



Privacy protection



How did we solve this....?



1

Protection Profile/ Certification of the Alcohol Interlock

EN-50436-2

National requirements.

Cenelec standard

EN-50436-1

EN-50436-6

Protection Profile

COP

**Alcohol Interlock
type approval**



RDW

Type approval alcohol interlock

- Alcohol interlocks used in the program have to meet the following requirements which can be tested by accredited test laboratories:
 - The EN 50436-1 (European CENELEC standard)
 - Additional requirements from EN 50436-2 and 3
 - Additional Dutch requirements e.g. regarding data security: protection profile (EN 5436-6)

If the interlock meets these requirements it can obtain a type-approval certificate by RDW

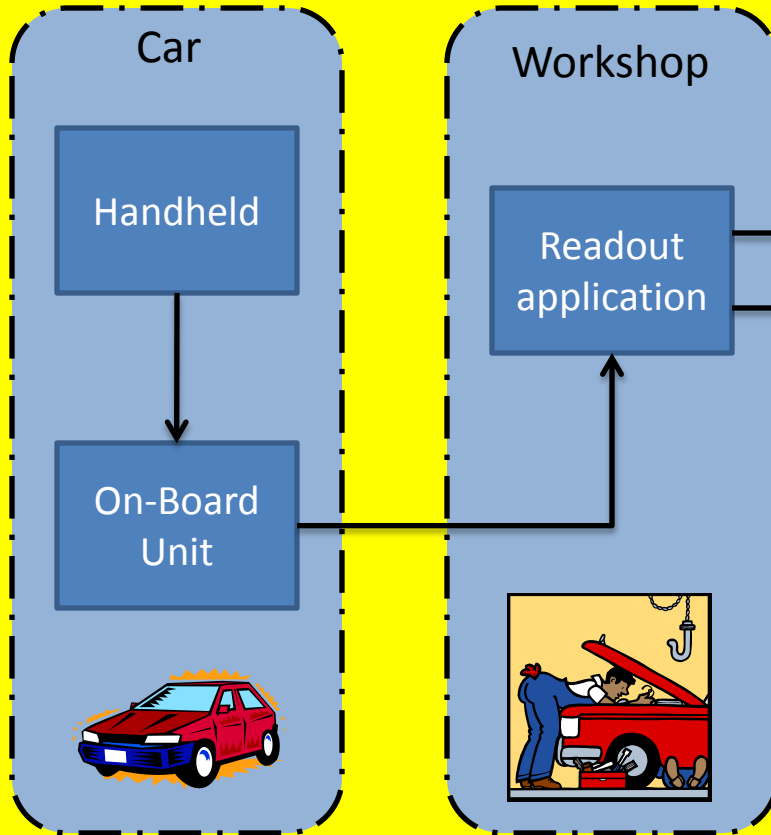
Practice:

- *At this moment the Dräger-alcohol interlock is type approved*
- *The protection profile will become part of the CENELEC standard*
- *(publication in 2015 EN-50436-6)*

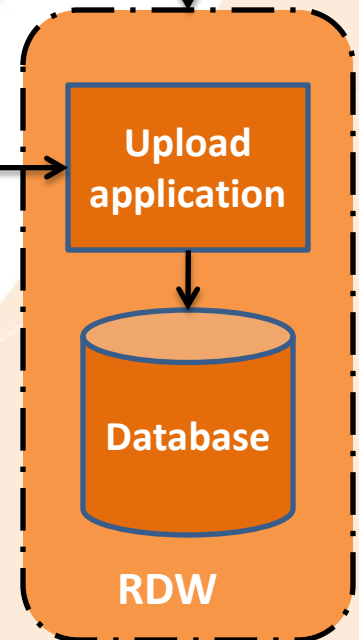
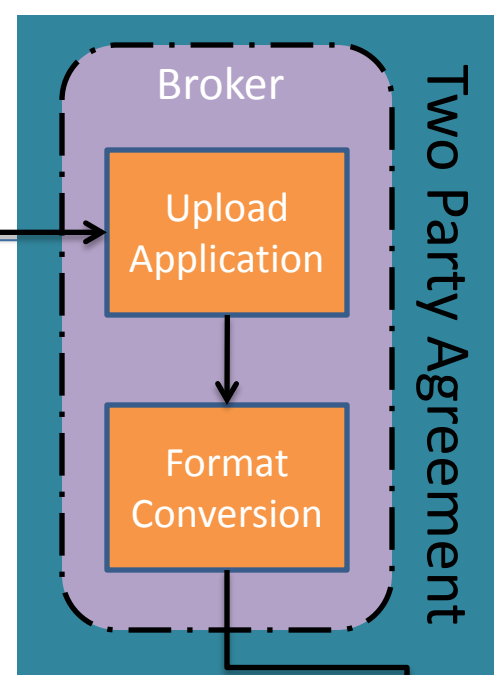


Overview

Type Approval



- Protection Profile
- Technical Requirements



2

Certification

initial
assessment

Certified
Installer

supervision

requi



withdrawal of NL type approval (1)



3

Supervision

Supervision

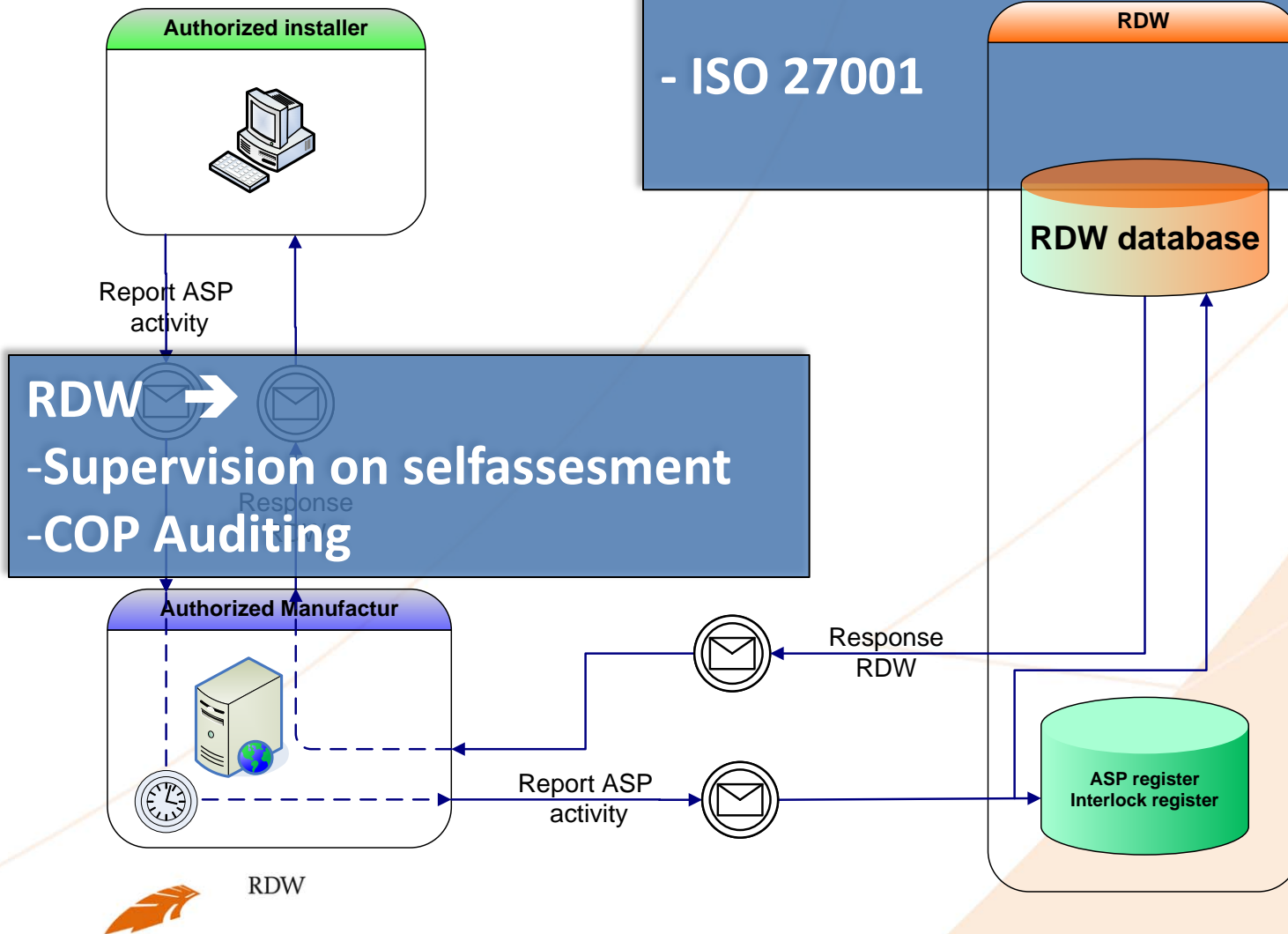
RDW →
Random Inspections

Supervision on RDW

- Supervision Ministry of Transport
- Supervision

Dutch Data Protection Authority

- ISO 27001



Implementation facts

- Driving license organisation imposed Ca. 14.500 AIP
- Circa 5000 persons have already installed the alcohol interlock (40%)

Possible reasons why persons doesn't participate:

- Don't have money at the moment, maybe later
- They have driving ban and have to wait serveral months before they can start with AIP
- Not interested?

Implementation facts (2)

Costs for 2 year program

- € 1290,-- Administrative costs and monitoring & support
- € 2500,-- Installation and data download (depends on the behavior of the participant)

Reasons people drop out

- More than 3 missed retests
- Driving ban during AIP
- Participants stopped after damage of the car: total loss after accident.
- Manipulation.



Per Day



Frequently heard complaints

- It is a very severe measure: it costs a lot and comes on top of fine and disqualification of driving
- It is a measure based on administrative law, license authority cannot consider individual interests
- I don't have a car
- Why is not possible to install in a truck? (now only passenger car)
- It is not practical to go abroad, especially if you miss a retest and have to come back within 14 days

Evaluation

- 3 years after the introduction results were evaluated and research into the practical working of the program:
 - Reasons of not participating (**cost**)
 - The feasibility of the decision rules (**more on the personal situation**)
 - Should we make possible for truckdrivers to install alcohol interlocks
(**Development is startend.**)
 - **Resolve issue Administrative law / criminal law.**
(**Drive ban and impose the AI programme can be seen double punishment for the same offense**)
- 5 years after the introduction results of research on effect of the program:
 - Recidivism of AIP compared to situation before introduction
 - Effect on alcohol related fatal traffic injuries

Finally

- Contact RDW for more information on the type approval or supervision
- Contact at the RDW : Rgouweleeuw@rdw.nl
- More info on :
 - http://tgk.rdw.nl/en/engelse_tgk_site/Alcohol_Interlock_Programme/
 - <http://www.rdw.nl>
 - Factsheet of the interlock programme
 - French translation on the technical requirements for the interlocks and installers.
- Questions?

