

Rehabilitative measures for drink-driving offenders in Germany together with a brief comparison of drink-driving statistics with Japan

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1. Introduction

- Co-operative exchange between National Research Institute of Police Science (NRIPS) and Bundesanstalt für Straßenwesen (BASt) since 2000
- Studies on drink-driving issues done at NRIPS
 - ◆ Alcohol impairment and driving performance
 - ◆ Analysis of accident and violation record
 - ◆ In-depth survey of drink-drive offenders
- In Japan, much more research on preventive measures against drink-drive offenders is needed!



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2. What is driver rehabilitation ?

- Target: Drivers who commit serious offences
- Aim: Self reflection to raise risk awareness and to change wrong attitudes
- Impact: Reduction in recidivism
- History: Rehabilitative courses for offenders since 70s in Germany (and German-speaking countries)

For more information see ANDREA report

Driver rehabilitation or rehabilitation programmes are systematic measures for traffic offenders – in particular drink drivers, drugged drivers and speed offenders – aiming at behavioural change in order to prevent further offences and to keep or to regain their driving license.

Source: Bartl. et al (2002)

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Prerequisite for successful rehabilitation programmes (courses)

Rehabilitation programmes are successful, when

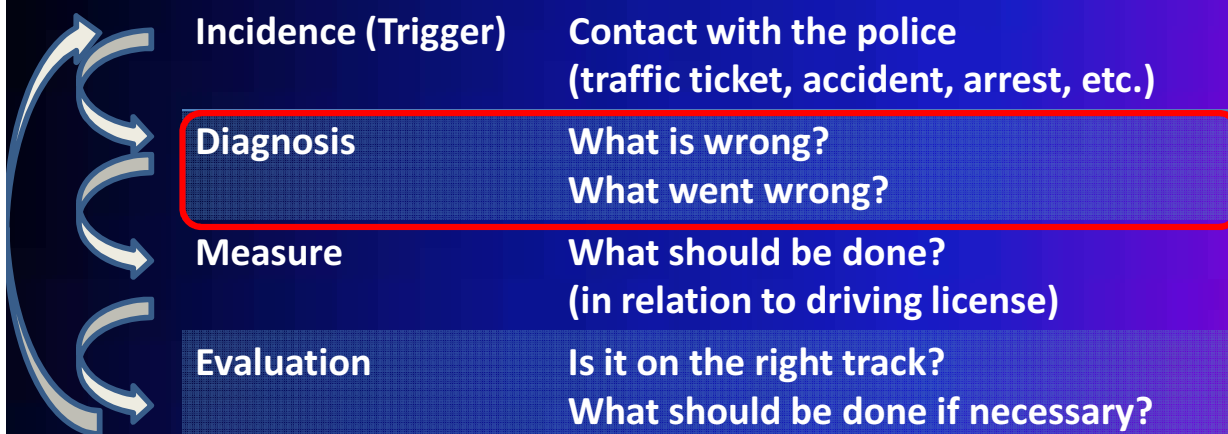
- they are specifically tailored to the problems of drivers,
- courses are done in small groups (about 10 participants),
- courses do NOT finish within a short time-period (at least 3-10 sessions in 3-10 weeks),
- courses focus on self-reflection with discussion and psycho-therapeutical elements rather than pedagogical teaching.

Source: Bartl (2003)

However, rehabilitative course is only a part of driver rehabilitation. Further important steps are taken for drink-drive offenders!

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Important element “diagnosis” in driver rehabilitation

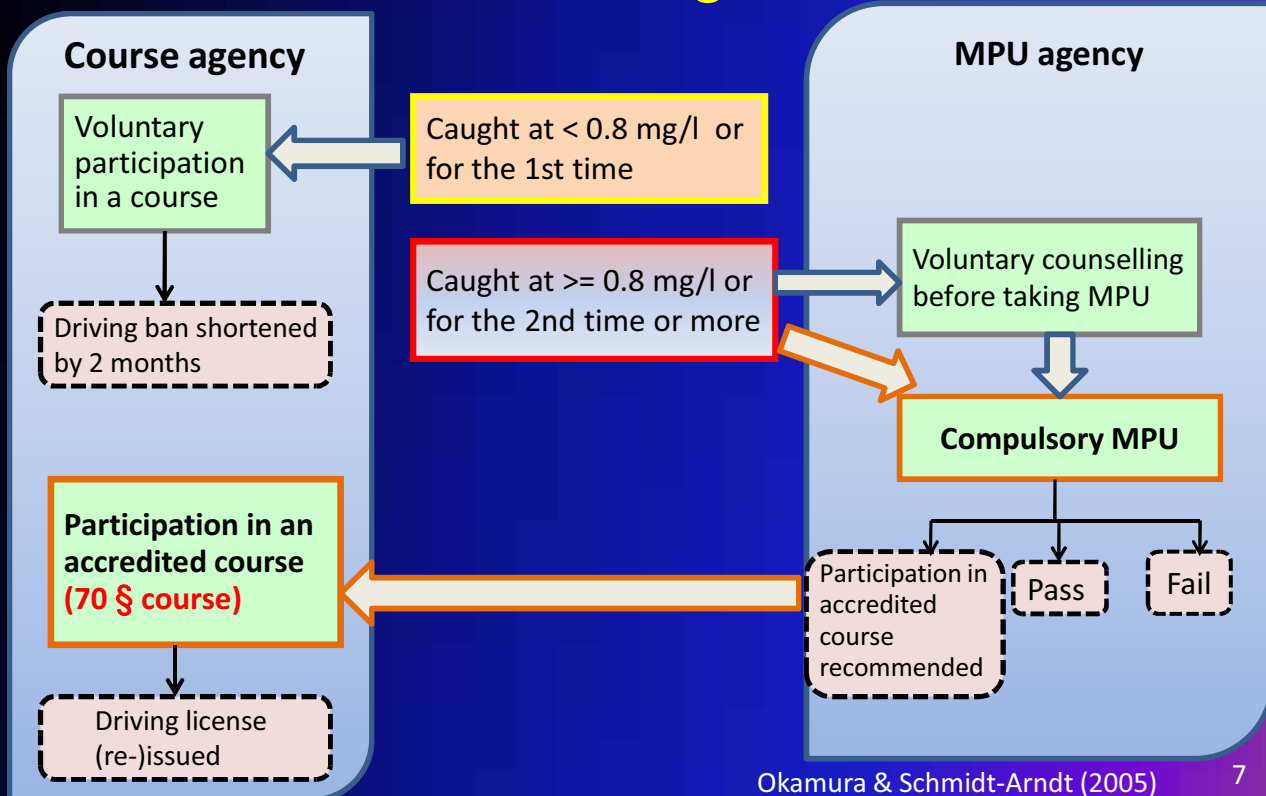


Is the person in question safe enough as a driver?

Does (s)he have unacceptably high risk of endangering other road users?

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Rehabilitative measures for drink-drive offenders at a glance

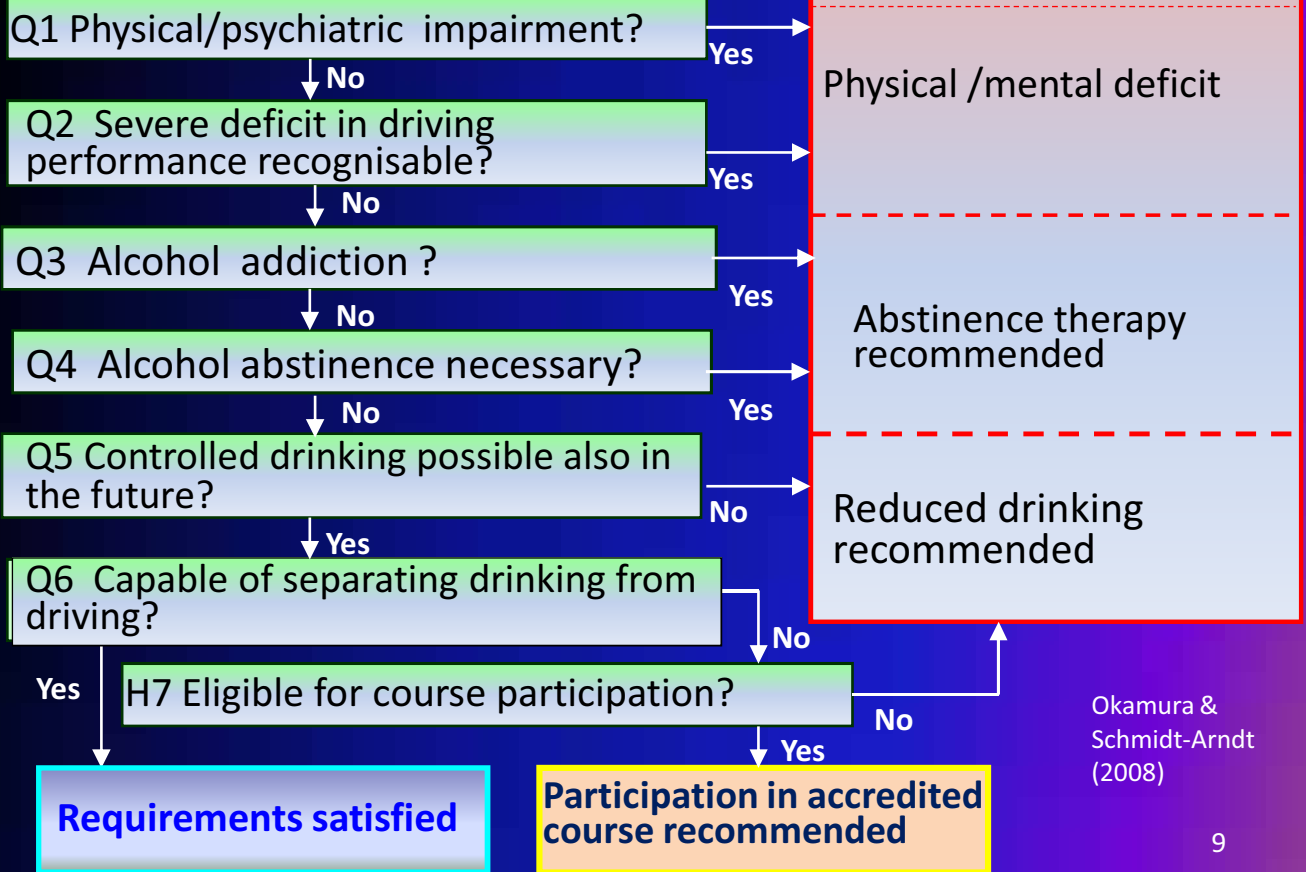


3. MPU (Medical psychological Assessment) as core function for drink-drive offender

MPU (Medizinisch-psychologische Untersuchung)
= "Assessment of driving aptitude"

1. Medical examination by traffic medicine expert
2. Interview with trained psychologist
3. Driving aptitude test
4. (On-road driving assessment)

MPU decision process in case of drink driver



4. Brief comparison between Japan and Germany

- 4.1 Alcohol consumption and alcohol-related problem
- 4.2 Roadside survey (Prevalence of drink driving)
- 4.3 Drink-drive offences detected by police
- 4.4 Trend and characteristics of drink-drive traffic accidents

4.1 Alcohol consumption and alcohol-related problem

	Japan	Germany	Source/Note
Alcohol consumption per person >=15 yrs olds	7.4 Litre (2004)	12.9 Litre (2004)	World Health Organisation (2004)
Proportion of heavy episodic drinkers among all drinkers	Men: 38% Women: 11% (2001)	Men: 42 % Women: 13 % (2000)	
Persons with alcohol dependence in the population	0.9 %	2.4 %	J: Ozaki, et al (2005) Among those 20 and older * WHO (2004)
Persons with alcohol misuse in the population	2.4 %	4 %	
Lifetime alcohol dependence in the population	4.1% *	13 %	G: Lindenmeyer (2005) Among those 18 and older

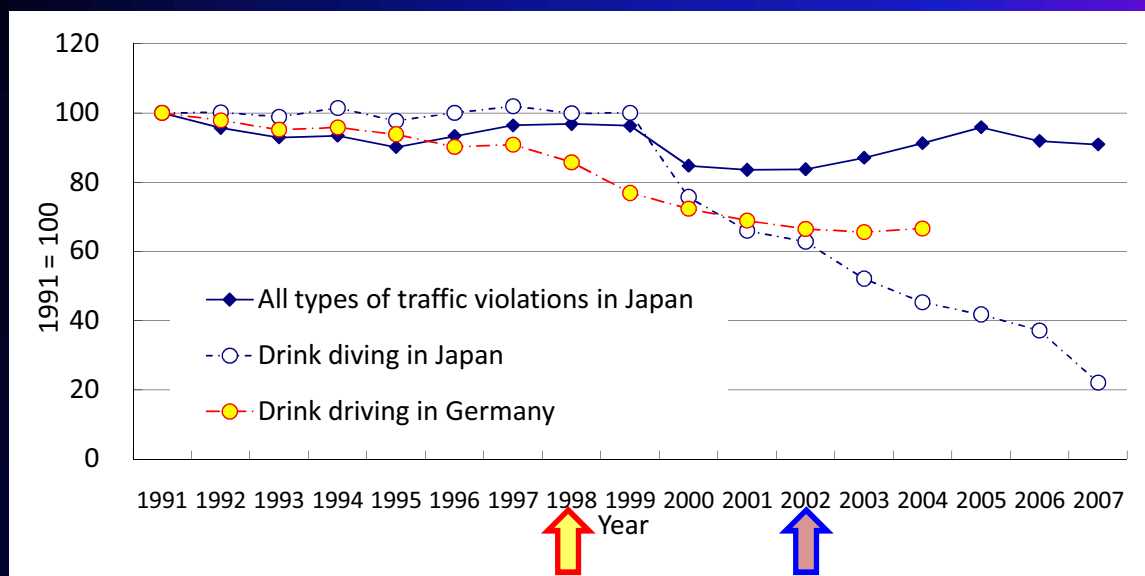
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4.2 Roadside survey (Prevalence of drink driving)

	Japan (1983)	Japan (2000)	West Germany (1993)
Time of survey	“2 hours in the night”	17:00 – 6:00	16:00 – 6:00 (out of 24 hours)
Number of surveyed driver	71,376	87,457	6,095
Proportion of drivers whose alcohol concentration exceeded the legal limit	0.87 %	1.26 %	1.11 %
Source	Asai (1993)	ITARDA (2000)	Vollrath & Kazenwadel (1997)

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4.3 Drink-drive offences detected by police



0.4 mg/l -> 0.25 mg/l 0.25 mg/l -> 0.15 mg/l

Source: KoutsuTokei (National Police Agency, 2008)
Statistisches Bundesamt (2006)

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Drink-drive offences: how often?

	Japan		Germany
	(2000)	(2006)	(2007)
Number of drink-drive offenders caught by the police	337,352	74,331	222,600
Proportion of drink-drive offenders in the licensed population	0.45 %	0.09 %	0.43 %
Number of drink-driving offences per 10 million vehicle-kilometres	4.8	1.0	3.3

Source

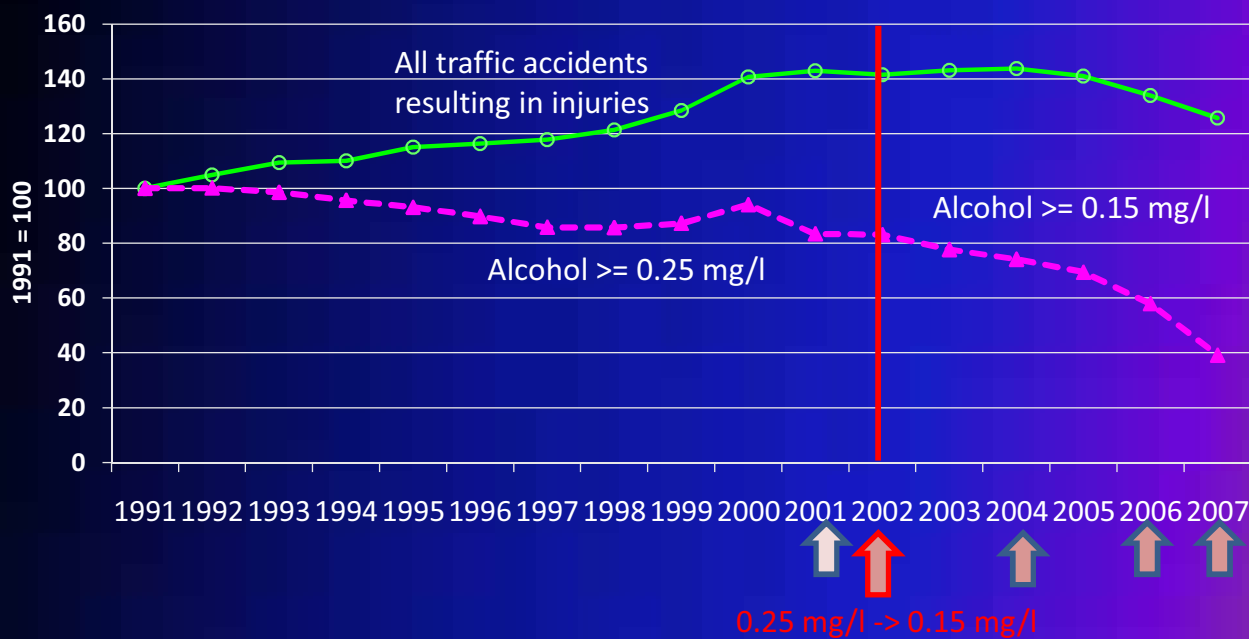
J: Koutsujiko Tokeinenpou (National Police Agency, 2007)

G: Kalinowska et al (2007), KBA (2008), BMVBS (2008)

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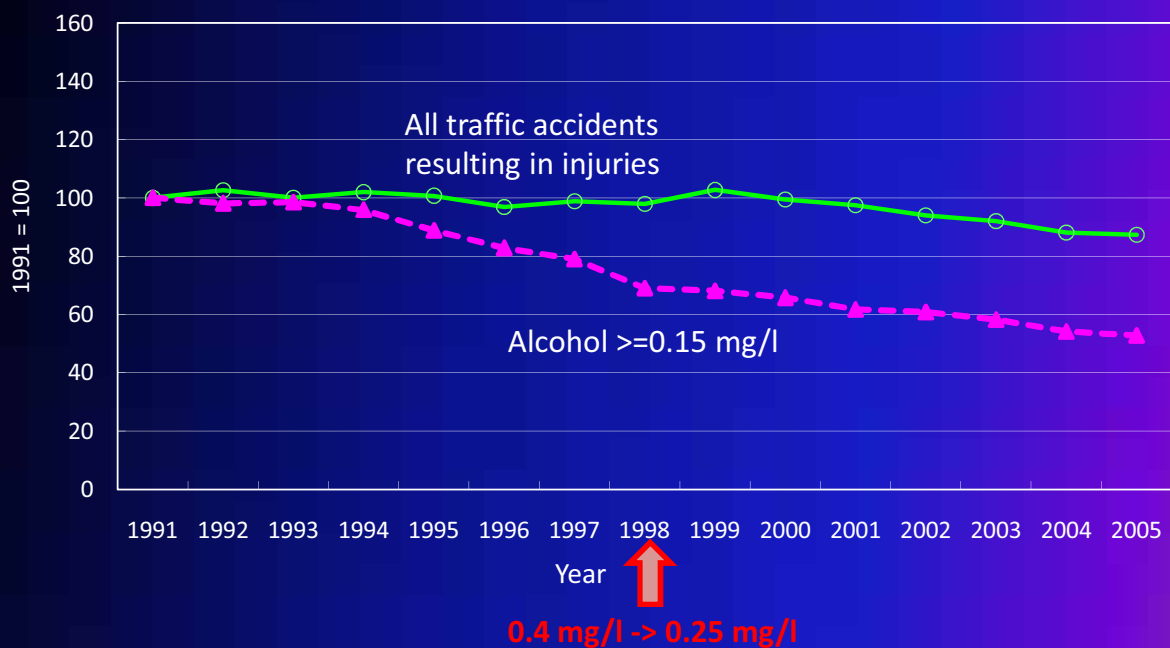
4.4 Trend and characteristics of drink-drive traffic accidents

Trend of drink-drive traffic accidents in Japan



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Trend of drink-drive traffic accidents in Germany



Source: Statistisches Bundesamt (2006)

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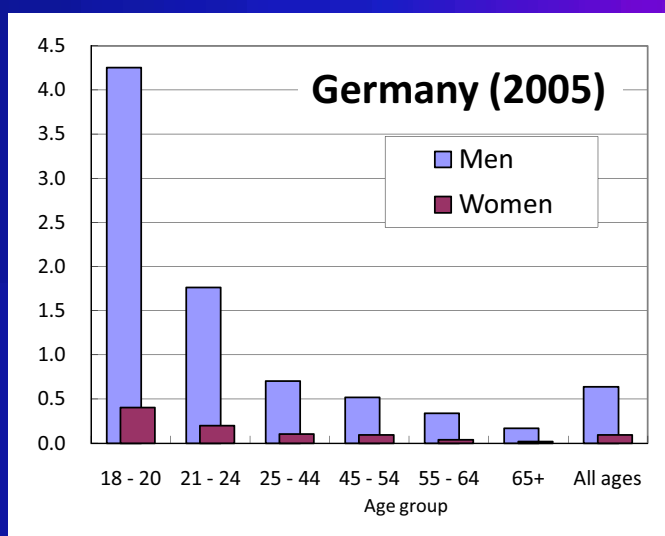
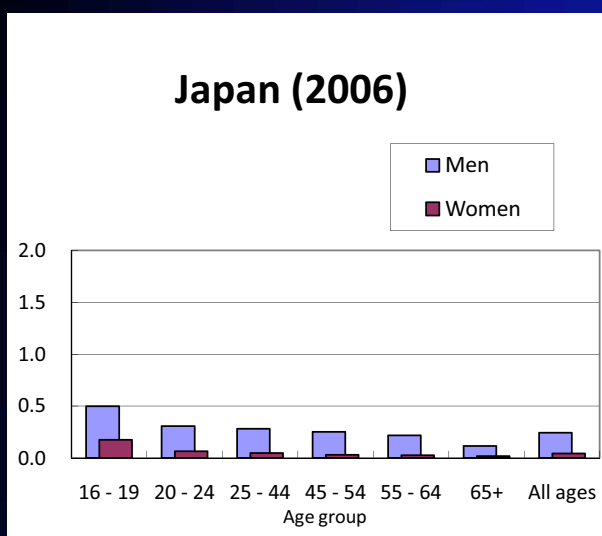
Drink-driving accidents in relation to all police-reported traffic accidents

	Japan	Germany
Proportion of fatal drink-drive accidents among all fatal traffic accidents	7 % (2007)	11 % (2005)
Proportion of all drink-drive accidents among all traffic accidents	0.7 % (2007)	6.5 % (2005)
Proportion of all drink-drive accidents among all traffic accidents, including property-damage only crashes	--	2.4 % (2005)
General ratio of "fatally injured" to "all injuries" accidents	1 : 152 (2005)	1 : 84 (2005)

- Accidents where alcohol concentration of 0.15 mg/l or over were detected are shown.
- Proportion of fatal drink-drive accidents among all fatal traffic accidents: 32 % in USA (2008), 21 % NSW of Australia (2002).

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Alcohol-impaired driver involvement in accident by age group per 1,000 licensed drivers

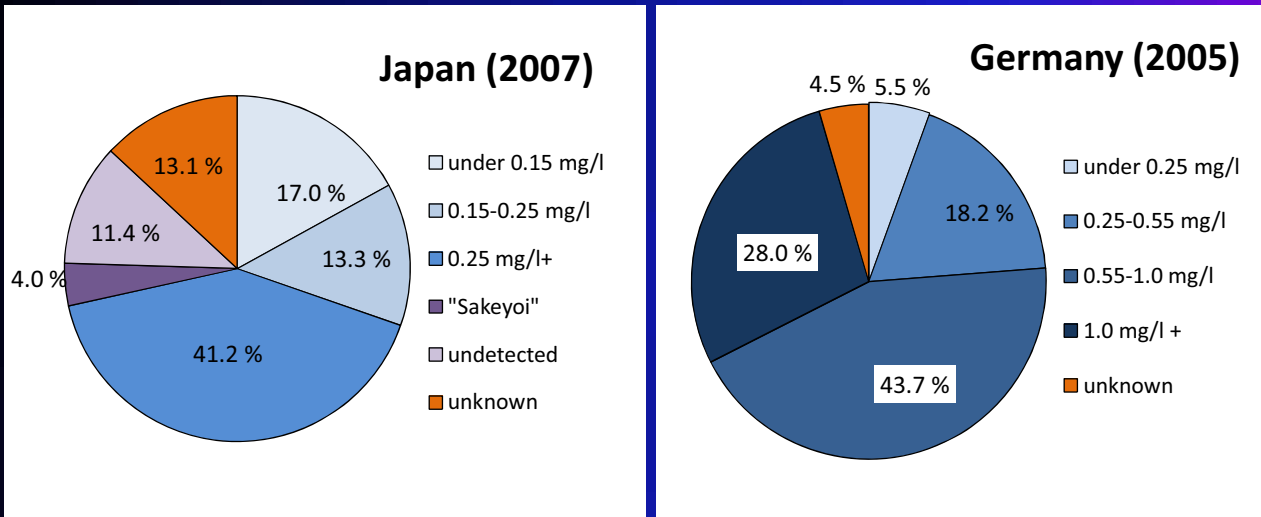


The most and second responsible persons as 4- or 2-wheeled motor vehicle drivers.

All motor vehicle occupants included.

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Distribution of detected alcohol concentration among those who were involved in accidents (in mg per litre breath)



The most and second responsible persons as 4- or 2-wheeled motor vehicle drivers and cyclist

All motor vehicle occupants, cyclists and pedestrians included

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5. Summary

- Role of driver rehabilitation targeted at drink-drive offenders
- Extensive research and measures in Germany since 1970s
- Diagnostic function of MPU in driver rehabilitation
- Interview with a trained psychologist as a key function in MPU

- Both Japan and Germany have fairly good records as far as the alcohol-related accident statistics are concern.
- Comparison of drink-driving statistics between Japan and Germany shows;
 - ◆ Alcohol-related problems more pronounced in Germany
 - ◆ Higher prevalence of drink-driving in Germany
 - ◆ Over-involvement of young drivers in drink-driving in Germany
 - ◆ Heavy alcohol consumption among German drink-drivers, but further details yet to be examined for Japanese drink-drivers.

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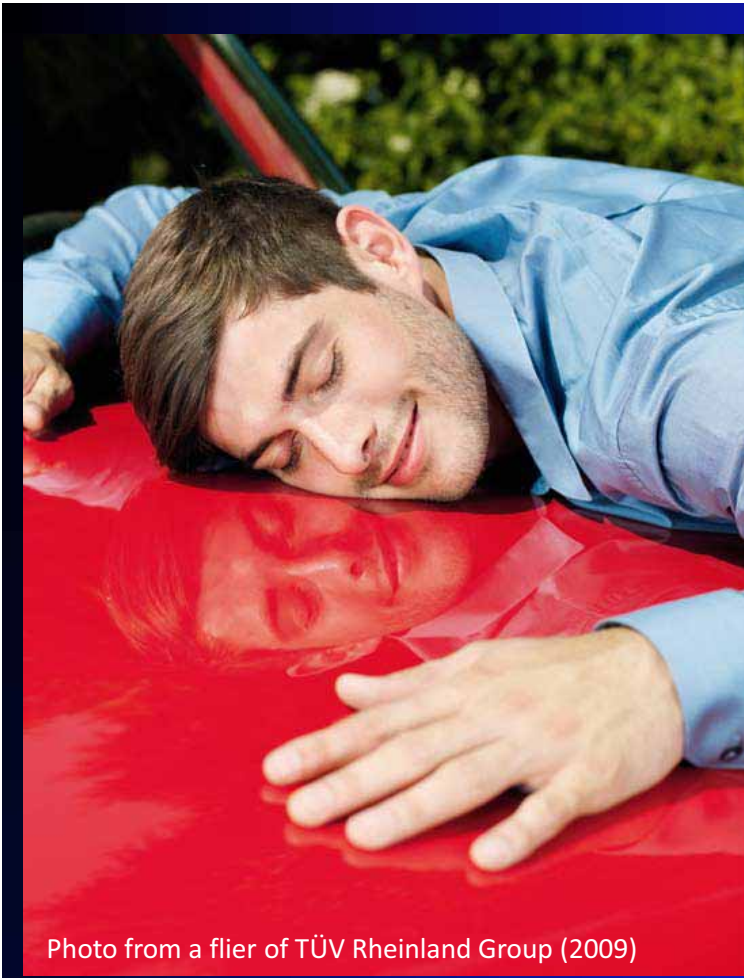


Photo from a flier of TÜV Rheinland Group (2009)

Thank you for your attention!