

Mandating vehicle safety technologies in GB type approval

Alcohol Change UK is a leading UK charity working to reduce alcohol harm. **We are not anti-alcohol. We are anti-alcohol harm.** Our vision is a society free from alcohol harm, delivered through five key changes: improved knowledge, better policies and regulation, shifted cultural norms, improved drinking behaviours, and more and better support and treatment. We focus on evidence and compassion.

We produce research, deliver the incredible Dry January® challenge as part of the year-round behaviour change programme: Try Dry®, provide leading edge training to public-facing professionals including on our award-winning Blue Light approach, provide independent information to the public, and share our expertise with Governments to help them to improve the nation's health and wealth.

We welcome the opportunity to provide a response to the Department for Transport's consultation on mandating vehicle safety technologies in GB type approval. Due to the nature of our work, we have responded only to the relevant question on alcohol interlock installation facilitation technology.

Question 3: Do you agree or disagree with our proposal not to mandate AIIF technology at this time? Provide further information to support your answer.

- Agree
- Disagree
- Neither agree nor disagree
- Don't know

Provide your reasons for disagreeing not to mandate AIIF at this time.

We disagree with the proposal to not mandate alcohol interlock installation facilitation (AIIF) technology at this time, instead allowing manufacturers to install this voluntarily. Alcohol interlocks can prevent drink-driving and be a useful tool in the drink drive rehabilitation process. Additionally, under EU law, all new vehicle types launched after 6 July 2022 and all new cars sold after July 2024 must include AIIF.^{1 2} As such, we support facilitating the installation process where needed, by mandating for AIIF technology.

Recent studies indicate the use of alcolocks can reduce rates of reoffending, through significantly reducing the number of days the offenders drink, the number of drinks they had on a day when they drink, and increasing rates of abstinence, particularly for public service and commercial vehicles.³

A small trial of an alcolock programme in Britain,⁴ in which alcolocks were fitted to the vehicles of convicted drink-drive offenders found that almost half (43%) of the participants failed to complete the 12 month programme. However, the devices did detect, and therefore, prevent many occasions in which a participant tried to start their car with alcohol in their system, including 328 occasions when the level of alcohol was above the drink-drive limit. The main problems reported by participants included being over the alcolock limit the morning after drinking, delay in starting the car due to the time taken for the alcolock to warm up, and difficulties with rolling re-tests during a journey. Many of the participants indicated that the devices made them at least think seriously about their drinking, and in some cases helped change their drinking patterns outright. The study also gathered the thoughts of some of the alcolock participants' partners, most of whom reported that the alcolock had changed their partner's drinking behaviour.

The UK College of Policing has concluded that alcolocks result in an overall reduction in crime and reoffending, with a strong effect impact on crime by reducing drink-driving reoffending while the device is installed.⁵

Eight European countries currently have alcolock rehabilitation programmes as an alternative to driving bans or to otherwise manage and help rehabilitate drink driving offenders.^{6 7} A map from the European Transport Safety Council also shows how different countries mandate alcolocks for first and second time offenders and depending on their alcohol content.⁸ For example, in Italy, offenders driving with 80-150mg alcohol/100ml blood will have to install an alcolock for 2 years, following a driving ban of 6 months to 1 year, and install an alcolock for 3 years if they are caught with more than 150mg alcohol/100ml blood, following a driving ban of one to two years.

Statistics from the RAC Report on Motoring 2025⁹ show that 82% of people support the use of alcolocks to reduce drink driving. Support is strong among younger and middle-aged drivers, with 87% of under-25s and 86% of 25-44-year-olds in favour, while it is 73% among those aged 65 and older. Of those who support the use of alcolocks, when asked which drivers caught should have an alcohol interlock fitted:

- 71% believe all drivers caught over the legal limit should be required to have an alcolock installed
- 23% think only repeat offenders should face this measure

A survey of 2,000 adults by breathalyser firm AlcoSense showed strong support for using alcolocks as part of a drink drive rehabilitation process, with 70% of people surveyed in favour, consisting of 45% strongly supporting and 25% somewhat supporting the proposal.¹⁰

References

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- ¹ [Regulation \(EU\) 2019/2144 of the European Parliament and of the Council.](#)
- ² Allan, L. (2025). [What is GSR2? Important EU car safety features explained.](#)
- ³ Nochajski, T. H., Manning, A. R., Voas, R., et al. (2020). [The impact of interlock installation on driving behavior and drinking behavior related to driving.](#) *Traffic injury prevention*, 21(7), 419-424.
- ⁴ Department for Transport (2008). [Road Safety Research Report: An Investigation of the Usefulness, the Acceptability and Impact on Lifestyle of Alcohol Ignition Interlocks in Drink-Driving Offenders.](#)
- ⁵ College of Policing (2015). [Car breathalyser lock.](#)
- ⁶ RAC (2025). [What is an alcolock?](#)
- ⁷ European Transport Safety Council (n.d.). [Alcohol Interlocks in Europe.](#)
- ⁸ European Transport Safety Council (n.d.). [Alcohol Interlocks in Europe.](#)
- ⁹ RAC (2025). [Report on Motoring 2025.](#)
- ¹⁰ Speed, J. (2026) on behalf of AlcoSense Laboratories. Email response to Alcohol Change UK, 29 March 2026. Please contact AlcoSense Laboratories for the full survey data.