



# Acceptance of rehabilitation with alcohol interlock support for DUI offenders in Germany

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## Background

In Germany an IID project is being prepared by different companies, amongst others DEKRA and AFN. The projected interlock program does not only include the installation of a device, but a number of other engineering, medical, toxicological and psychological activities that prevent drunk driving. Using a long-term experimental study, the use of IIDs is explored. Rehabilitation has a long tradition in Germany. Additional psychological rehabilitation programs result in lasting behavioral changes. The following experimental groups will be included in this IID project:

- Individual psychological intervention (according to Alfred Adler) (AFN)
- Behavioral psychological intervention (DEKRA)
- Inpatient detoxification (addiction treatment)
- No rehabilitation program / psychological intervention, all of those combined with an IID.

Some implementation issues are as yet unsolved:

- No legal foundation for an offender program
- Would the project be part of the criminal or the administrative law?
- A driver without the required fitness to drive is not allowed to drive until the driver's fitness is retrieved
- No „limited fitness / qualification“ by using an Alcohol-Interlock.

## Aims

In preparation for the long-term experimental study, a small investigation about the acceptance of alcohol interlocks in Germany was performed. This paper focuses only on the cost-benefit aspects from the view of the offenders.

## Methods

These aspects of the current study in preparation of the major one have been captured with the help of a questionnaire from a sample of 607 subjects, who participated in a rehabilitation course after (at least) one DUI offence.

The subjects were asked about various topics.



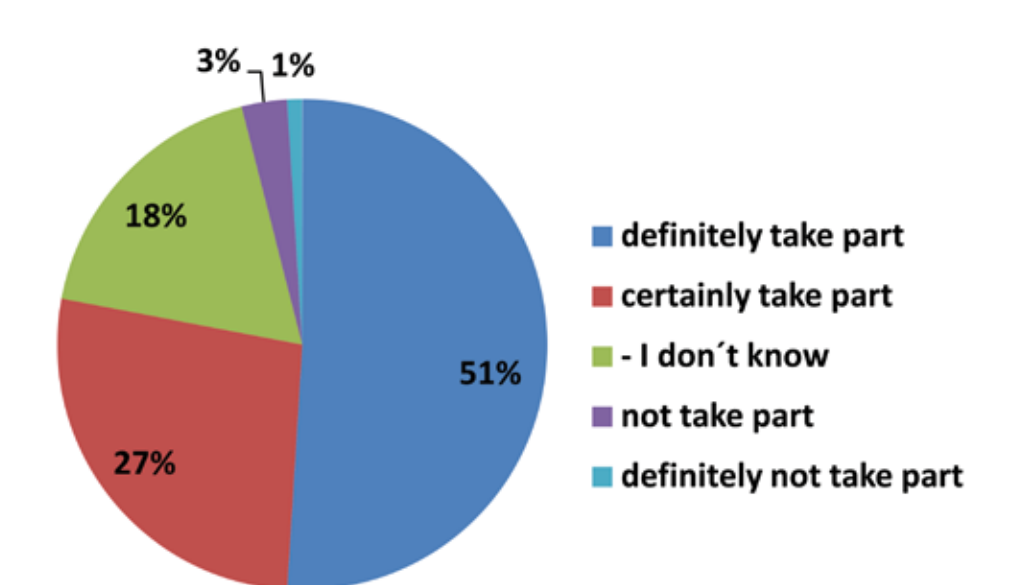
## Results

On the question of acceptance of participation in a course and accepting installation of an alcohol interlock device the almost 80 % of the subjects would want to participate in the alcohol interlock project.

Table 1: Potential participation in the alcohol interlock project without cost analysis (in %)

I would ...	1	definitely take part	51
	2	certainly take part	27
	3	- I don't know	18
	4	not take part	3
	5	definitely not take part	1

Fig. 1: Potential participation in the alcohol interlock project without cost analysis (in %)

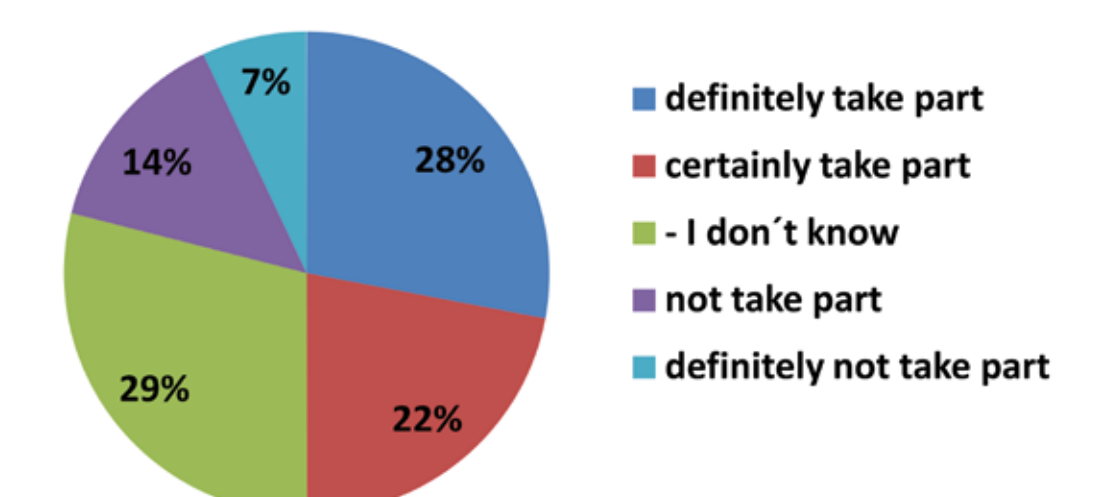


After having been informed about the costs (monthly expenses of about 100 EUR):

Table 2: Potential participation in the alcohol interlock project with cost analysis (in %)

I would ...				low-income earners	
		1	definitely take part	28	30
		2	certainly take part	22	17
		3	- I don't know	29	30
		4	not take part	14	15
5	definitely not take part	7	8		

Fig. 2: Potential participation in the alcohol interlock project with cost analysis (in %)



In the last column „low-income earners“, defined as the quarter of the participants with the lowest income. Even in this group, a high level of acceptance is expected. Marques (2001, p. 18) had also found that the costs usually are no general obstacle.

Even after inclusion of their own costs for the installation of alcohol interlock device, half of the clients are ready to attend. Another quarter is undecided. If this group could be motivated to participate, the number of potential participants would rise to about 75 % of the respondents.

In Table 3 the results are shown, how many respondents would expect a benefit from an earlier relicensing, and to what extent. 23 % of the group would expect a much higher income if they could work in their former jobs, which would not be possible without a license.

Table 3: monetary benefit through earlier new license

	Percentage	average monthly benefit
higher income	23 %	797 EUR
decreasing travel costs	41 %	185 EUR
additional income	30 %	327 EUR

Many clients also report time savings when they would get their license reinstalled.

Table 4: temporal benefits through earlier license renewal

	Percentage	average daily time saving
time savings	76 %	1,9 h

Further non-monetary benefits often reported by participants of the investigation:

- family, shopping, doctor, parents, grandparents
- mobility, flexibility (private and professional life)
- independence.

## Conclusions

Just below 80 % of the subjects declared that they would participate in the alcohol interlock project. Further 18 % were still undecided.

After knowing the costs, half of the interviewees said they would participate; still more one quarter was undecided. 21 % declined. Even from the group of low-income earners, half declared to be willing to participate in the project.

23 % indicated to be able to achieve a higher income.

76 % of the subjects indicated time savings due to the participation in the alcohol interlock project, i.e. nearly two hours daily on average.

It can be expected that, with the establishment of the regulatory administrative framework that a substantial part of the alcohol-influenced drivers would decide to participate in an alcohol interlock program.

However, a qualified incentive and briefing should be conducted.

## References

- Marques, P. R. et al. (2001). Alcohol Ignition Interlock Devices: I: Position Paper. Retrieved from [www.icadts.org/reports/AlcoholInterlockReport.pdf](http://www.icadts.org/reports/AlcoholInterlockReport.pdf)
- Nickel, W.-R., & Schubert, W. (Eds.). (2012). Best Practice Alkohol-Interlock: Erforschung alkoholsensitiver Wegfahrsperrern für alkoholauffällige Kraftfahrer. Bonn: Kirschbaum.

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