Effects of alcolocks in Norway

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"Safe & Sober: Reducing deaths and Injuries from drink driving"

IDA Mødecenter, Copenhagen

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Alcolock activities in Norway

Alcolocks in busses – trials

Campaign to have alcolocks installed in school busses

Alcolock in demo vehicles – general promotion

Alcolocks in NPRA vehicles

Alcolocks in heavy vehicles – cost/benefit ratio

Alcolocks for drunk drivers

Political process

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Alcolocks in busses

- Alcolocks in city busses in Lillehammer
  - As part of tender specifications
  - Working well after minor technical problems
  - Result of EU project 2004-2005 ?
  - Trial 2004-2005: Drivers positive after trying
  - 11000 starts - possibly one positive
- Another bus company has finished an alcolock trial
  - Drivers positive
  - Drivers wanted alcolocks in all company busses
  - Costs – problem for the bus companies
  - Company conclusion: Alcolocks should be mandatory or a part of tenders
- Proposal for third trial – drivers negative

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Other alcolock activities

- Campaign for alcolocks in school busses
- "Two counties have come far"
- Same busses in regular traffic
- Alcolocks in busses and taxis considered - ?
- Alcolock demo car touring Norway – general promotion
- NPRA: Alcolocks in 290 NPRA vehicles by Jan 2010. In *all* 600 NPRA vehicles by 2013
  - Experience and example
  - Workshops around the country for installing and calibrating the alcolocks
  - No major problems so far
- 1600 alcolocks in Norway Jan2010 - Sweden 46000 Feb 2009 (alcolocks for drunk drivers excluded)

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Alcolocks in heavy vehicles

- Roadside surveys:
- 0 of 1098 HV drivers BAC > 0.2 g/l (Norway, 2009?)
- 1 of 2836 HV drivers BAC > 0.2 g/l (Norway, 2009)
- Europe: 0.19% (282) of 147 507 HV drivers (TISPOL)
- 0 HV drivers BAC > 0.2 of 247 involved in fatal accidents, Norway 2005 – 2008
- 0.7- 0.8% HV drivers involved in accidents BAC > 0.5 1983-99
- 1.0% of HV drivers involved in fatal accidents BAC > 0.5 1983-1999
- Cost/benefit: To be profitable alcolocks should prevent 17% of all heavy vehicle accidents
- Highly unlikely

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Political process

Up to 2006, no or negative political interest

Minister for transport, May 2007:

"I am positive to the use of alcolocks as a part of the road safety work of this government.

- First, it should be introduced through voluntary arrangements,
- then consider making alcolocks mandatory for utility vehicles,…. like busses and taxis …"
- Presently, we have an insufficient technical basis for the mandatory implementation of alcolocks in certain vehicles…

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Political process -cont'd

- …..alcolock as an alternative to licence withdrawal for drunk drivers, I want to appoint a committee to assess this ……
- The use of alcolocks …..should in the future be a part of the government road safety work."

New political attitude 2007

New minister of transport – September 2009

Alcolocks for drunk drivers: Committee report to Minister of transport – January 2010 - not public yet

Other priorities?

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Alcolocks - conclusions

- Effects – reduction of accidents???
- Heavy vehicles – almost no potential for reduction of alcohol-related accidents
- Positive experience in two bus companies
- One followed-up by local transport authorities in tender for public transport – now permanent
- Compulsory alcolocks in busses and taxis considered
- Alcolock program for drink drivers – committee report – then what???
- New and positive political attitudes – no action
- Democratic action takes time
- Alcolocks in light vehicles – 11% of all drivers involved in fatal accidents BAC > 0.2

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