



Experiences in commercial transport

Safe & Sober talk

European Parliament, Brussels

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On October 19, 2004, just after 7 pm, there was a violent traffic accident in the south of Sweden.

A drunk Hungarian truck driver steered his truck onto the wrong side of the highway and crashed into two passenger cars.

A 51-year-old female medical doctor was killed.

And an entire family: mom, 26, dad, 25, and their two children, a 21-month-old boy and a two-week infant.

Ironically, the 25-year-old male was about to finish his studies as a therapist for drug and alcohol abusers.

Starting in 2005, DB Schenker Sweden introduced random breathalyzer tests for our professional drivers – and the tests will continue until most of our trucks have alcolocks installed.

From January 1, 2006, our own hauler company, Schenker Åkeri, decided to start implementing alcolocks in our own truck fleet (approximately 550 trucks to date), starting with all new trucks.

Today, about 60 % of our fleet has alcolocks installed.

We plan to reach 100 % within a few years.

Initially, we had our drivers try three or four different alcolock models – and decided to go with the one they liked the best.

By picking one contractor to deliver all alcolocks we have several advantages such as “buying power” – and it makes it easier for our drivers to switch vehicles, having familiar equipment in all trucks.

Coincidentally, we use the same equipment as the Swedish police force does. If our equipment gives an deflection, so would the police’s equipment, should there be a test at a police checkpoint.

The union has nothing against alcolocks. However, initially, they questioned our initiative to have random breathalyzer tests, saying it threatened the driver's personal integrity.

Realizing that it takes a long time for us to install alcolocks in such a large fleet, the union has made an exception, allowing breathalyzer tests until most alcolocks are installed.

Our drivers have never questioned the use of alcolocks – rather the opposite.

They say it adds to their professional pride.

Our ambition:

get rid of the abuse

– keep the employee

We don't use alcolocks because we think our drivers are drunk.

We use alcolocks because we want to make sure that no one drives drunk.

Ever.