



ALCOHOL COUNTERMEASURE SYSTEMS

25 years of progress

Safe & Sober Dublin May 24, 2012

Alcohol Interlock Presence in the World



- 1985: First Semiconductor Alcohol Interlock developed**
- 1986: First legislated Alcohol Interlock program, California USA**
- 1989: First Alcohol Interlock program in Alberta, Canada**
- 1994: First Electro-chemical Alcohol Interlock developed**
- 1999: First Commercial Alcohol Interlock pilot program in Sweden**
- 1999: Swedish Alcohol Interlock pilot program starts**
- 2005: Volvo Truck introduces the first production fitted Alcohol Interlock**
- 2008: Volvo Car introduces wireless integrated Alcohol Interlock**

Volvo Truck Alcolock



Volvo Car Alcotest



ANNUAL INTERNATIONAL
**ALCOHOL
INTERLOCK**
SYMPOSIUM

- 2000:** First Interlock Symposium in Montreal, Canada
26 participants from 3 countries
- 2011:** 12th International Alcohol Interlock Symposium in Palm Springs, California
175 participants from 18 countries
- 2012:** 13th International Alcohol Interlock Symposium Helsinki, Finland
August 2012 Hosted by Trafi (Finnish Transport Safety Agency).

<http://www.interlocksymposium.com>

Europe

CENELEC EN50436-1 (2005)* **Instruments for drink-driving-offender programs**

CENELEC EN50436-2 (2007)* **Instruments having a mouthpiece and measuring breath alcohol for general preventive use 2**

USA

NHTSA Docket No. 91-07 (1992)* **Model Specifications for Breath Alcohol Ignition Interlock Devices (BAIDs)**

Australia

AS 3547 (1997) **Breath alcohol testing devices for personal use**

Alberta

355A02-01 (1992) **Qualification test specification for Breath Alcohol Ignition Interlock Devices (BAID) for use in the Province of Alberta**

Canada

CSTT-HVC-TR-114 (2011) **Technical Standard for Vehicular Breath Alcohol Interlock Devices in Canada
Final draft to be delivered in 2011**

Japan

Breath Alcohol Interlock Technical Guideline (Draft)

*** Currently under revision**

Regular inspection and calibration of the Alcohol Interlock

Review of the events log to ensure driver compliance

Certification and annual inspection of calibration facilities

Certification of technical staff performing Alcohol Interlock Calibration

Requirement of ISO 9001 for all facilities supplying, installing and calibrating Alcohol Interlocks

- ETSC** **European Transport Safety Council**
<http://www.etsc.eu>

- TIRF** **Traffic Injury Research Foundation**
www.trafficinjuryresearch.com

- PIRE** **Pacific Institute for Research and Evaluation**
www.pire.org

Drink Driving in commercial transport
ETSC European Transport Safety Council

<http://www.etsc.eu>

Ignition Interlocks: From Research to Practice , A primer for judges
Traffic Injury Research Foundation

www.trafficinjuryresearch.com

Alcohol Interlock in Canada: From Research to Practice
Traffic Injury Research Foundation

www.trafficinjuryresearch.com

Alcohol Interlock Programs: Vendor Oversight
Traffic Injury Research Foundation

www.trafficinjuryresearch.com

Alcohol Ignition Interlock Devices Volume II Research, Policy, and Program
Status 2005

THE INTERNATIONAL COUNCIL ON ALCOHOL, DRUGS & TRAFFIC SAFETY

<http://www.icadts.org>

- 2005** **New Mexico Mandatory first offender Reduced recidivism**
- 2010** **Netherlands Alcohol Ignition Interlock program. Mandatory for high BAC (BAC 1.3 – 2.1 per mille)**
- 2010** **British Columbia introduces new impaired driving law. Open ended, extension for non compliance**
- 2010** **France introduces the first commercial regulation requiring Alcohol Interlocks in all buses transporting school children. 60,000 vehicles to be installed**
- 2011** **Finland introduces regulation requiring Alcohol Interlocks in all buses / taxis transporting school children.**

There are over 750 million motor vehicles in the world today, and over 50 million built per year.

There are less than 500,000 Alcohol Interlocks currently installed in vehicles. Less than 0.00007% of all vehicles on the road.

Widespread use of Alcohol Interlocks can lead to increased traffic safety.

Cost reductions and new technologies are directly related to production volumes.

Legislative changes and regulation will drive production increases and new technological solutions thereby increasing traffic safety

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Thank You



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