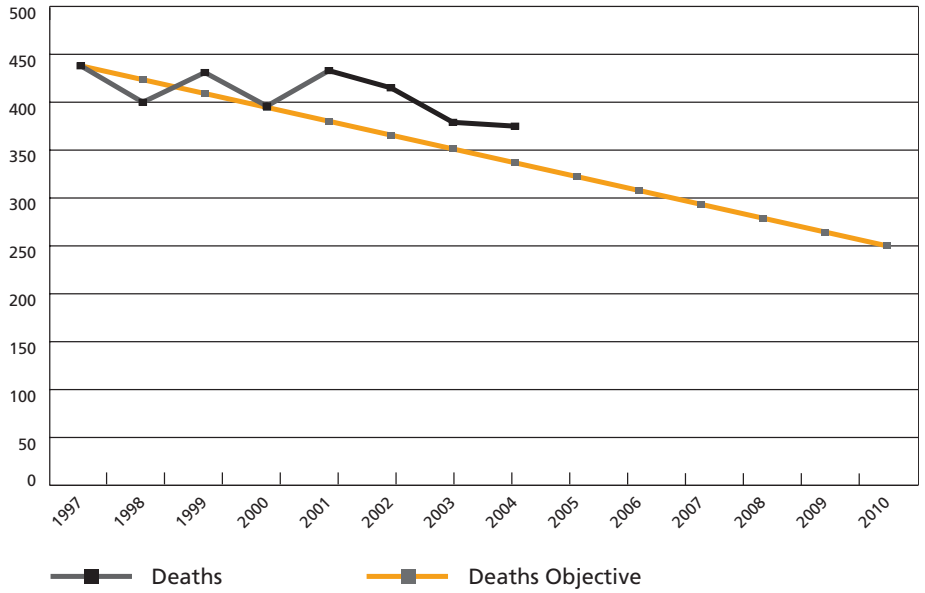
6.7 FINLAND



General Road Safety: Over the past decades Finland has continually improved its road safety performance. Finland has a Vision Zero policy and sets targets for a minimum number of deaths. In 1997, under the chairmanship of the Ministry of Transport the "Consultative Committee on Road Safety" was set up to develop the "National Road Safety Plan 2001-2005". This Committee was also made up by members of the Ministries of Justice, Interior, Environment, Education and Health; the National Road Association and other actors. The "National Road Safety Plan 2006-2010" was launched in December 2005 and it aims that in 2010 the number of people killed in traffic must not exceed 250.

Enforcement is carried out by the local police, the National Traffic police and by other authorities, mainly by customs and border control. There are two national enforcement plans linked together: one strategy plan for the coming four years which covers speeding, drink driving and seat belt use as well as an annual operative plan which coordinates the country wide enforcement actions. Furthermore, Finland has a means tested fine system.

Speed: In Finland a mixture of mobile and fixed camera devices as well as laser guns are used to enforce speed limits. Moreover, Finland is one of Europe's pioneers in giving trials on Intelligent Speed Adaptation (ISA) and building up a digital database on speed limits. Speeding offences are being penalised by both fixed fines (70-115 EUR) and day-fines. In the last-mentioned case the number of the day-fines (from 1 to 120) is based on the seriousness or severity of the offence while the amount of one day-fine depends on the net income of the offender.

Alcohol: Both random and evidential breath testing are undertaken on all types of roads and mainly at times and places with increased risk. However; checks are also carried out irrespective of the risks, i.e. truly "randomly". Approximately 1,4 million tests are undertaken annually. In 2005, altogether 0.15 mg/ml of drivers drove under the influence of alcohol (i.e. BAC >0,05 mg/ml), compared to 0.16 mg/ml in 2004; which is one of the lowest rates in Europe. Moreover, Finland has started an alcohol-interlock rehabilitation pilot programme for drink driving offenders in summer 2005. Drink driving offenders are offered the possibility of taking part in the trial and then receive a temporary "alcolock driver's licence".

Seat belts: Seat belt checks are normally undertaken in combination with other checks and are mainly carried out on secondary and urban roads. In November 2005, a proposition concerning the use of seat belts was given to the parliament. The proposition is an implementation of the corresponding EU-directive on the use of seat belts. In 2004, 44% of the car passengers killed in road accidents were not wearing seat belts at the time of accidents.

Follow-up of offences: If drivers receive three fines for traffic offences within one year or four offences within two years, they will be disqualified from driving for a minimum of one month and maximum of six months. To improve the follow-up of offences detected by automated enforcement a legislative proposal for partial owner liability was introduced to the parliament in 2005. Penalties (fixed fines) for minor speeding will be imposed on registered vehicle users. The law will come to force on 1st of April 2006.

Information: Campaigns against drink driving are carried out every year by the police in cooperation with other organisations. They are organised via newspapers and TV. There have also been campaigns for seat belt use and speeding. An evaluation of effects has not been undertaken.

Recommendations:

- Seat belt checks should be carried out separately and not just in combination with other checks.
- A full owner liability should be implemented.