

Best practices, challenges and future developments: Day care and school transportation

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- Statistics
- DUI cases
- Implementation
- Challenges
- Survey: comments from the drivers
- Future plans

- 3,6 million driving licences / 5,4 million inhabitants
- 4,9 million vehicles in traffic / 5,4 million in the register
- Alcohol involved approx. in every 4. lethal road traffic accident
 - Year 2010: in total 270 killed
- Each year approx. 26 000 DUI drivers caught by the police
- In traffic flow approx. each 600. driver's BAC over the legal limit (0,5 ‰)

DUI cases in school and day care transportation

(3/8)



- No statistics of DUI cases in school and day care transportation
- However, in years 2000—2009 over 20 DUI cases in school and day care transportation ended up in the newspapers
- Daily approx. 7000 taxies and busses transport children (scheduled bus traffic not included)
 - In the countryside ~ 90 % of the taxies transport children
- Additionally, plenty of taxies transport children occasionally, e.g. to a dentist/doctor during school day

Implementation in school and day care transportation (4/8)

- Since August 2006 in the legislation a recommendation to use alcohol interlocks
- In December 2008 a survey
 - Alcohol interlocks in use only in 17 municipalities and cities
 - Tenders: 14 % of the municipalities gave extra points for interlocks and 3 % required mandatory interlocks

Implementation in school and day care transportation (5/8)

- Since August 2011 interlocks mandatory in school and day care transportation
 - Charter traffic, ordered by municipality, city, school or institute (financial support from the state)
 - Daily transports (by a contract) and occasional transports
 - The operator of the taxi or the bus company is responsible for maintaining the interlocks operational
 - Use of a non-interlock fitted vehicle allowed:
 - Operator: maximum of 5 days (if the interlock vehicle broken)
 - The school/municipality: maximum of extra 3 days (if no interlock-fitted vehicle to be found)

- Defining the time limit after which a new sample is required after turning off the motor of the vehicle
- Defining which transports the obligation covers
 - Yes: Daily transports (by contract with bus and taxi companies), occasional transports ordered by the school
 - No: Transports by parents, transports paid by parents (e.g. for trips), transports with a vehicle the school/municipality owns
- Enforcement (police)
 - Especially the exceptions when a non-interlock fitted vehicle may be used
- Blow technique (min. limit 1,0 l a problem for a few drivers)

- Pros

- Good image for the company / A signal of responsible drivers
- Traffic safety
- An advantage in tenders
- "Time heals attitudes, I opposed earlier, but now it's part of this job and I feel it gives a professional image of my job"

- Cons

- All professional drivers treated as drink-drivers
- Time and effort it takes when starting the vehicle
- Long warm-up time in cold weather
- Embarrassing to blow in public places
- High price
- Free re-start period should be longer than 45 minutes

- National strategy for intelligent transport (ITS):
The goal is to obligate interlocks in all transport services funded by public funds, scheduled bus traffic and professional transport of passengers and goods
 - An investigation on implementation and impacts going on
 - The obligation would be in force latest in 2014
- Development of the offender program
 - In force since July 2008 (first a trial July 2005 – June 2008)
 - Voluntary after a DUI offence (instead of a driving ban)
 - Mandatory for all DUI offenders ??