Safe and Sober Transport
Alcohol Interlock Seminar

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The National Road Safety Programme

- Ministry of Transport and Communications published the Programme in February 2012
- The Programme is drafted by the Consultative Committee (representatives from ministries and expert organizations)
- Road Safety Target: By the end of the year 2020 traffic fatalities are halved and injuries reduced by one fourth from the level of year 2010
  - In 2010 272 fatalities and 7673 injuries

    → to reach the goal a reduction of 13–14 fatalities and 192 injuries per year is needed

Key Measures until the year 2014

Fitness to drive / Reduction of drunk driving

a) Lowering the legal alcohol limit to 0,2 ‰ (0,5 ‰)

b) Promoting the use of alcohol interlocks for DUI offenders (legislative measures) and imposing interlocks mandatory for professional transportation and for transports acquired by public tenders

c) Enhancing enforcement of DUI drivers and intensifying sober driving –campaigns

d) Investing in treatment and other supportive measures for DUI offenders

Key Measures until the year 2014

Fitness to drive / Assessment of fitness

a) Improving the assessment scheme of fitness to drive and of the fulfilment of driver's health requirements

b) Carrying out Surveys to assess the usefulness of including driver fitness issues in doctor training

c) Improving the occupational health care of professional drivers

Key Measures until the year 2014

Fitness to drive / Reduction of Driver fatigue

a) Enhancing the awareness of drivers of the risks of fatigued driving and the means for recognizing it

b) Implementing devices for supervising the alertness of the driver

c) Increasing road markings that give an impulse to the driver (e.g. rumblestrips)

Key Measures until the year 2014

Traffic behaviour / Obeying the speed limits and using the safety equipment

a) Stabilizing the lower limit for interfering by the police to speed violations

b) Raising the utilization rate of safety equipment (e.g. seatbelts, helmets, reflectors, child seats)

c) When the police impose a driving ban because of repeated offences, not obeying the use of seatbelt and the use of mc/moped helmet are counted in

Key Measures until the year 2014

Traffic behaviour / Impacting on the traffic behaviour of young road users

a) Ensuring that traffic safety issues are included in the curriculums of basic and secondary education and in the curriculum of teacher training

b) Enhancing the possibilities of young road users to take part in the promotion of traffic safety by improving the co-operation with youth organizations

c) Installing monitoring devices in the vehicles of novice drivers who have committed traffic offences

Key Measures until year 2014

Traffic behaviour / Impacting on the traffic behaviour of young road users

d) Improving the reprimand process (by the police) of novice drivers who have committed traffic offences

e) Promoting further traffic safety of moped drivers (in June 2011 mandatory driver training and a manoeuvring test was implemented; earlier only a theory test was required)

Key Measures until year 2014

Improving safety of built-up areas / Calming down the traffic in built-up areas

a) Using structural measures in order to construct junctions and pedestrian crossings safer, especially in a way that the driving speeds will be lower to promote the safety of pedestrians and cyclists

b) Improving automatic enforcement and enabling the municipalities to participate in the enforcement

Key Measures until the year 2014

Improving safety of highways / Reducing fatalities on main roads

a) Reducing interface collisions e.g. by testing the use of new techniques for median railings (between the opposing lanes)

b) Improving the road maintenance in winter periods and the real-time traffic information

c) Improving the condition of edge railings in the roads of heavy traffic flow

Key Measures until the year 2014

Improving safety of highways / Reducing fatalities on main roads

d) Clarifying and improving the entries to freeways/motorways

e) Defining speed limits that support the safety of the traffic environment

f) Improving and increasing automatic enforcement

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Thank you!