

Safe and Sober Transport Alcohol Interlock Seminar

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- 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

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

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

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. rumblestripes)

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

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

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)

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

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

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



Thank you!