

**SMART policies for
tackling drink
driving, Sweden**

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TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION

Strong political commitment from the Swedish government.

”Swedish strategy 2007” (Alcohol ignition interlocks)

The ministry of Enterprise Energy and Communications

Sweden has a cohesive strategy that includes preventive work in the whole society, ANDT 2016-2020, (Alcohol, Narcotics, Doping and Tobacco policy). <http://www.government.se>

There is a mandatory education on negative effects of alcohol/drugs in the process to obtain a driving license.

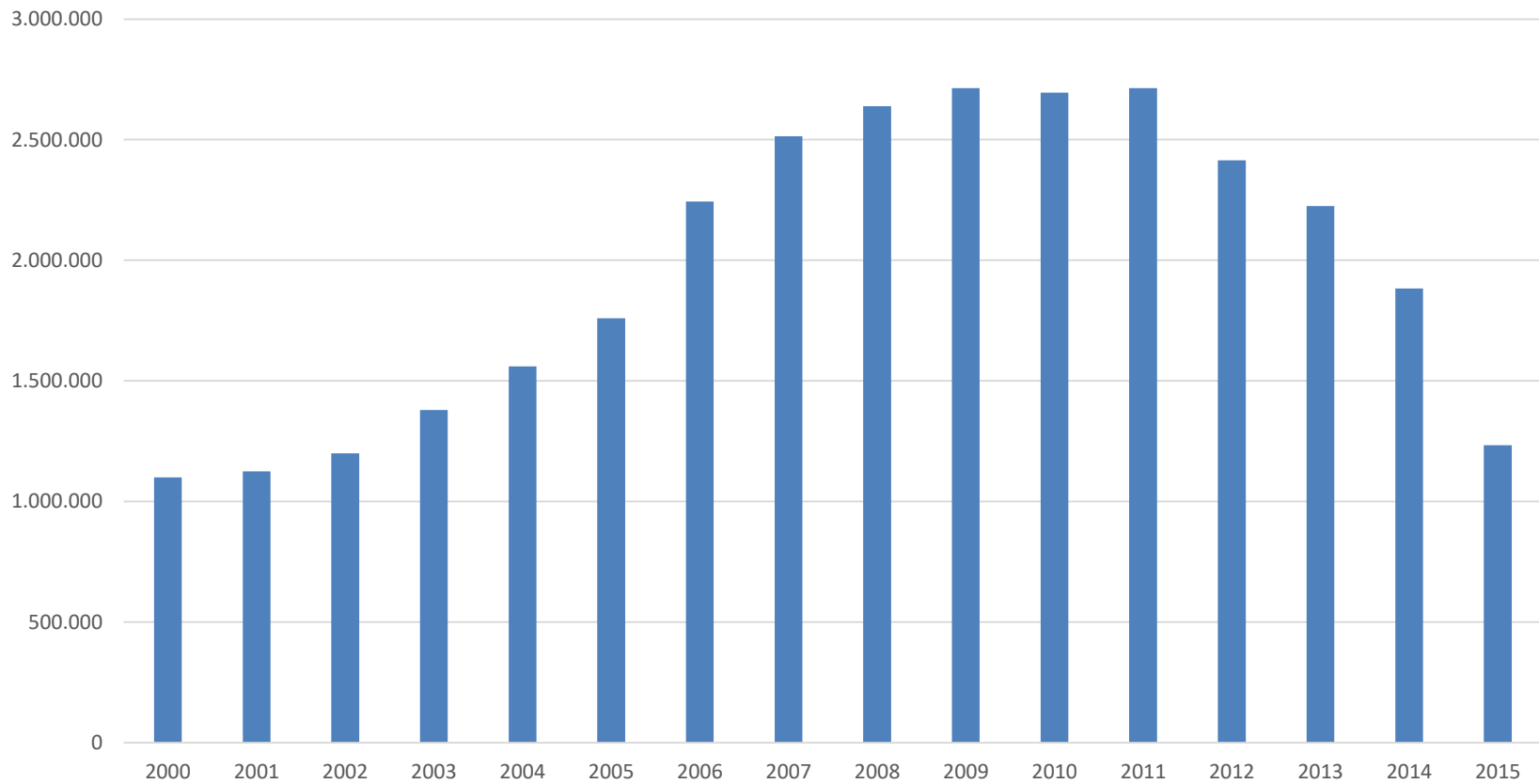
Alcolocks is used in most traffic school vehicles and in all test vehicles, in lorries, taxis, buses, trams locomotives, snow-mobiles, quads, mc, some ferries.

About every 500-th driver on the road in Sweden is estimated to be under the influence of alcohol.

EU assessments show that 25 percent of all road accidents with a deadly outcome are related to alcohol. In Sweden that figure is slightly lower.

In 2015, 61 persons died in a traffic accident related to alcohol (BAC > 0,02 %), and 14 persons, related to narcotics or narcotics/alcohol.

Number of breath tests



Source; Police Authority

Alcohol, Narcotics, Doping and Tobacco. ANDT

- The overall objective; A society free from narcotic, drugs and doping, with reduced alcohol-related medical and social harm and reduced tobacco use.
- The strategy establishes the goals, priorities and direction of public measures for the period 2016-2020.
- There are six objectives that, combined, are to help achieve the overall objective. 5) combat traffic-related injuries and fatalities as a result of alcohol and narcotics use.
- The Public Health Agency of Sweden, supporting the implementation through national coordination and is also responsible for following up the ANDT strategy. (14 agencies.)

Needs work at all levels of society if ANDT work, is to have an impact.

A need for new solutions

- DADSS – program (Driver Alcohol Detection System for Safety)
- is a collaborative research partnership between the Automotive Coalition for Traffic Safety (ACTS), representing 17 automobile manufacturers, and the National Highway Traffic Safety Administration to assess and develop alcohol-detection technologies to prevent vehicles.

Phase III; incl. research about human interaction with the sensors both physiologically and ergonomically

Autoliv, Takata-TruTouch

- Field operation test with alcosensors in Drive Me vehicle in Gothenburg 2017

“Alkobommar” Alcogates / Checkpoints



The main purpose - to gain experience

- knowledge
- regulations
- to find methods and forms of cooperation
- by using IR-technique

Two projects
Gothenburg 2013
Stockholm 2014/2015

Photo MHF

Police regulations - Need for special agreement
- *The Swedish Police, The Swedish Customs,
The Swedish Coast Guard and MHF)*



Results from the projects..

- Stopped drink driving
- Clear information important - gives preventive effect
- Alcosensors were reliable
- In these projects – mostly no delay or queuing

...but also a lot of questions as

- A need of authority staff, but also other professions for holding operation
- Not automatic
- Legal frameworks, regulations
- Hygiene aspects

The Transport administration, got a government commission to analyse;

the legal, financial and practical conditions to implement alcogates in some ports.

In consultation with the Swedish control authorities, association of ports in Sweden, Swedish shipowner's association.

Reported 20151102.

Right now - a new commission, 20170131.

- *Describe a model, plans and time schedule for checkpoints in a number of ports (3-5)*
- *Prepare procurement*

Reported aspects 2015

Legal framework

Operational responsibility for staffing

Screening instrument

Ports - different ownership

- often minimized area

Only one crime

Safety model as ATK – information to everyone and random checks

Solutions were developed for two projects, Unique.

Need of - an independent evaluation

- a cost-benefit analysis

Mobile solutions could be more effective!

Suggestion; One year pilot in one port. Agencies responsible.

Subsequent evaluation of technical, economical aspects.

Thank you for listening!

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