Getting there safely together

Drink-driving in Norway – Challenges and tools to reduce drink driving

Anne Beate Budalen – Norwegian Public Roads Administration
Fatalities per million inhabitants in Norway 2014 compared with other European countries and the USA

0 20 40 60 80 100 120

Iceland Malta Netherlands Norway Sweden Switzerland Spain Finland Germany Ireland EU Austria Cyprus Italy Slovenia France Slovakia Estonia Portugal Czech Hungary Belgium Luxembourg Greece Croatia Poland Bulgaria Lithuania Romania Latvia USA*

* 2012

Statens vegvesen
Norwegian Public Roads Administration
People killed in traffic accidents in Norway, 1948 – 2014

![Graph showing the number of people killed in traffic accidents in Norway from 1948 to 2014. The number of fatalities fluctuates over time, with a peak in 1977 and a steady decrease towards 2014.](chart.png)
Development in the number of fatalities and seriously injured people

- Fatalities and seriously injured
- Target NTP 2014-2023
Accident risk when DUI

Ref: Glad and Vaas 1993

Level of risk

Blood alcohol content %

Implicated in traffic accident
Killed

Ref: Glad and Vaas 1993
Norway – a pioneer

- First country in the world to introduce a legal alcohol limit of 0.5 per mille in 1936
- Strongly encouraged by the Norwegian Abstaining Motorists Association
- Then lowered to 0.2 per mille in 2001
Traffic safety and DUI in Norway

• In-depth studies show that about 22 % of traffic accidents victims are killed in traffic accidents where alcohol and drugs are involved.

• In 14 % of all fatal traffic accidents in Norway, the driver was DUI of alcohol.

• Average BAC among the alcohol-positive people killed in passenger cars is about 1.6 per mille (Ref: Norwegian Institute of Public Health)

- 0.6 – 0.9 per mille: 12.5 %
- 1.3 – 1.6 per mille: 18 %
- 2.6 – 2.9 per mille: 29 %
- Average history of 2–3 arrests for each person in all groups.
The Norwegian Police

Number of drivers reported to the police for DUI 2000 – 2014
The Norwegian Police

Number of suspects checked for DUI by the Police 2001 – 2015

- Number of suspect DUI
- Number of drivers checked per DUI suspect
Traffic safety and DUI in Norway

• The DRUID-study (2006–2008) of drug use among drivers killed in traffic accidents found alcohol or other substances in 38.9% of blood samples of all drivers. (Ref: DRUID homepage)

• In 247 accidents with heavy vehicles in the period 2005–08 no-one was DUI (Ref: TOI–report 1021/2009)
Aim: Harmonize the legislation for DUI of alcohol and drugs

Impairment limits for drugs comparable to BAC 0.2 g/L and limits for graded sanctions comparable to BAC 0.5 and 1.2 g/L

Limits for 20 psychotropic drugs with an abuse potential and with documented increased crash risk based on epidemiological and experimental studies

The limits for medicinal drugs do not apply to individuals with valid prescriptions
<table>
<thead>
<tr>
<th>Drugs</th>
<th>Impairment limit (ng/mL of whole blood)</th>
<th>Limit for graded sanctions comparable to BAC of 0.5 g/L (ng/mL of whole blood)</th>
<th>Limit for graded sanctions comparable to BAC of 1.2 g/L (ng/mL of whole blood)</th>
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<tbody>
<tr>
<td>Alprazolam</td>
<td>3</td>
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<tr>
<td>Clonazepam</td>
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<td>Diazepam</td>
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<td>Fenazepam</td>
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<td>5</td>
<td>10</td>
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<tr>
<td>Flunitrazepam</td>
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<td>Nitrazepam</td>
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<td>Oxazepam</td>
<td>172</td>
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<td>Zolpidem</td>
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<td>Zopiclone</td>
<td>12</td>
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<tr>
<td>THC (cannabis)</td>
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<td>30 900</td>
<td>123 600</td>
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<td>Ketamine</td>
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<td>Buprenorphine</td>
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<tr>
<td>Morphine</td>
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</tbody>
</table>
2014 – 2017
National Plan of Action for Road Traffic Safety

122 measures → improved traffic safety

action plan targets:

2000: 1593 fatalities and severe injuries
2012: 844 fatalities and severe injuries
2018: 680 fatalities and severe injuries
2024: 500 fatalities and severe injuries

12/10/2015
We will:

- suggest compulsory alcolocks in vehicles used for school transport
- suggest compulsory alcolocks in vehicles used for driving tests
- continue the work to introduce an alcohol interlock rehabilitation programme
- suggest giving doctors the opportunity to prescribe alcohol interlocks
- work to introduce alcogates at important ferry and border crossings with a large number of heavy goods vehicles
The DUI Prevention Programme – since 1999

• Offender programme – alternative to unconditional prison sentence
• For offenders sentenced by a Criminal Court
• Run by the Probation service – 10 months
• Voluntary

• The penal sanction consists of:
  • Individual conversation therapy
  • Structured group meetings (lessons)
  • Mapping the needs for treatment
  • Supervision by the correctional service
The DUI Prevention Programme

**Target group**

- People who would otherwise receive unconditional prison sentences for severe incidents of driving while intoxicated, and who have **problems** with alcohol and/or other kinds of intoxicants or sedatives.

- The sanction may also be applied to people who do not have an extensive substance abuse problem, but have driving while intoxicated as a problem. Repeated driving while intoxicated may indicate a substance abuse problem.
The number of participants in the DUI Prevention Programme 2005–2012

- 2005: 502
- 2006: 487
- 2007: 477
- 2008: 492
- 2009: 541
- 2010: 528
- 2011: 573
- 2012: 517
Suggested alcohol interlock rehabilitation programme for DUI offenders in Norway – an overview

- **Aim**: Road safety

- **Target group**: The most severe DUI offenders – BAC > 1.2 per mille or repeated offences (high risk group)

- **Includes mandatory driving ban** – 6 months

- **A part of the DUI Prevention Programme**

- **Includes medical examinations**

- **The Prosecuting Authorities and major parts of the police oppose this use of alcolock: fear loss of preventive effect**
Recovery of driving license

• Must have completed the DUI Prevention Programme

• Must meet the regular conditions for holding a driving licence

• Sobriety:
  – medical examination must confirm sobriety
  – no repeated positive breathalyzer tests the last year
Ignition alcolock in all vehicles used for road transport of passengers for hire or reward

- Includes buses, taxis and others
- Parliament voted for this in spring 2015
- Proposal for new legislation in spring 2016 prepared by the NPRA
- Then to be discussed and voted on in parliament, probably 2016/17
Thank you!
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