

Drink Driving and latest developments in Norway

SMART policies, 5th October, Helsinki

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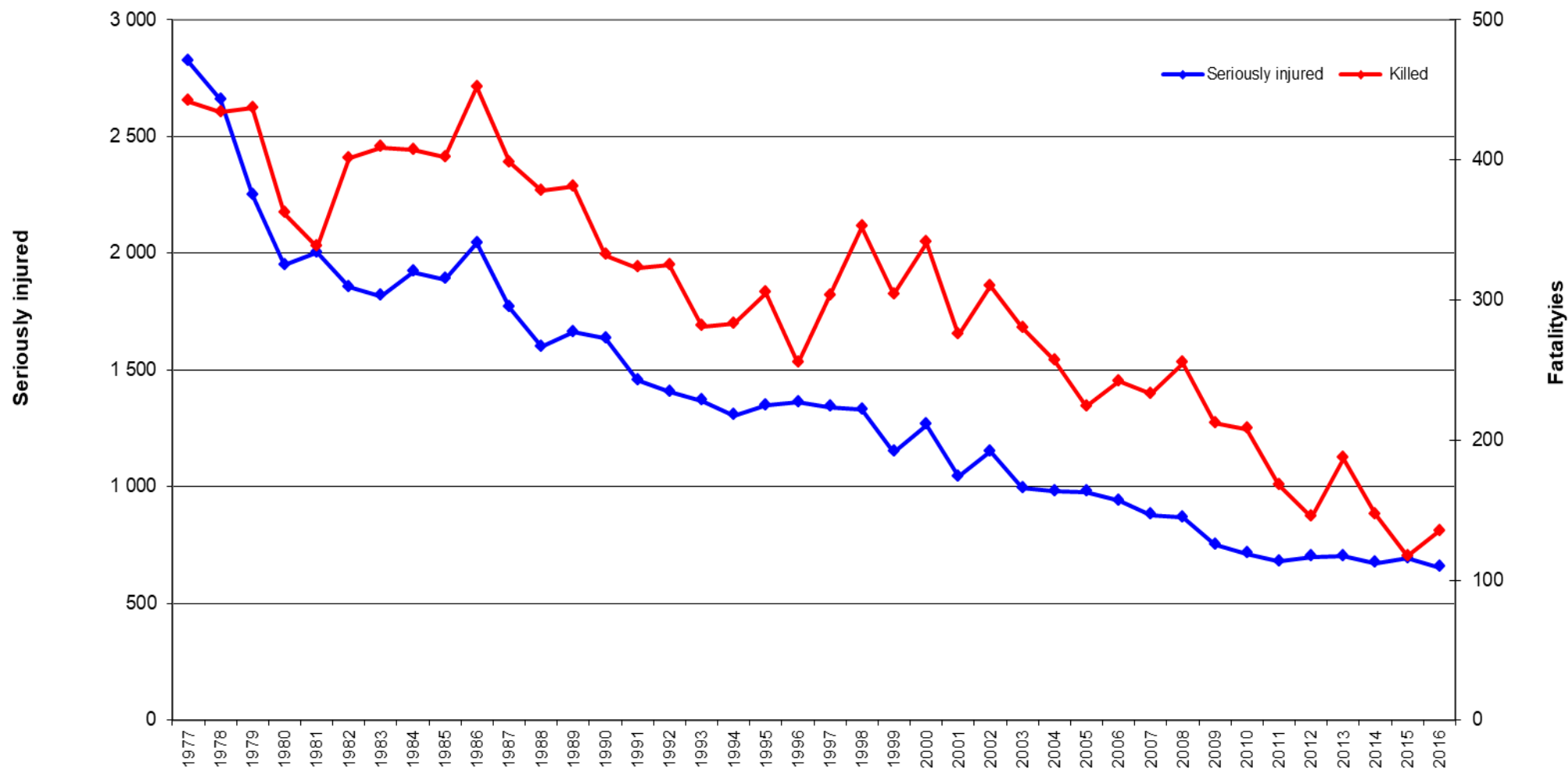


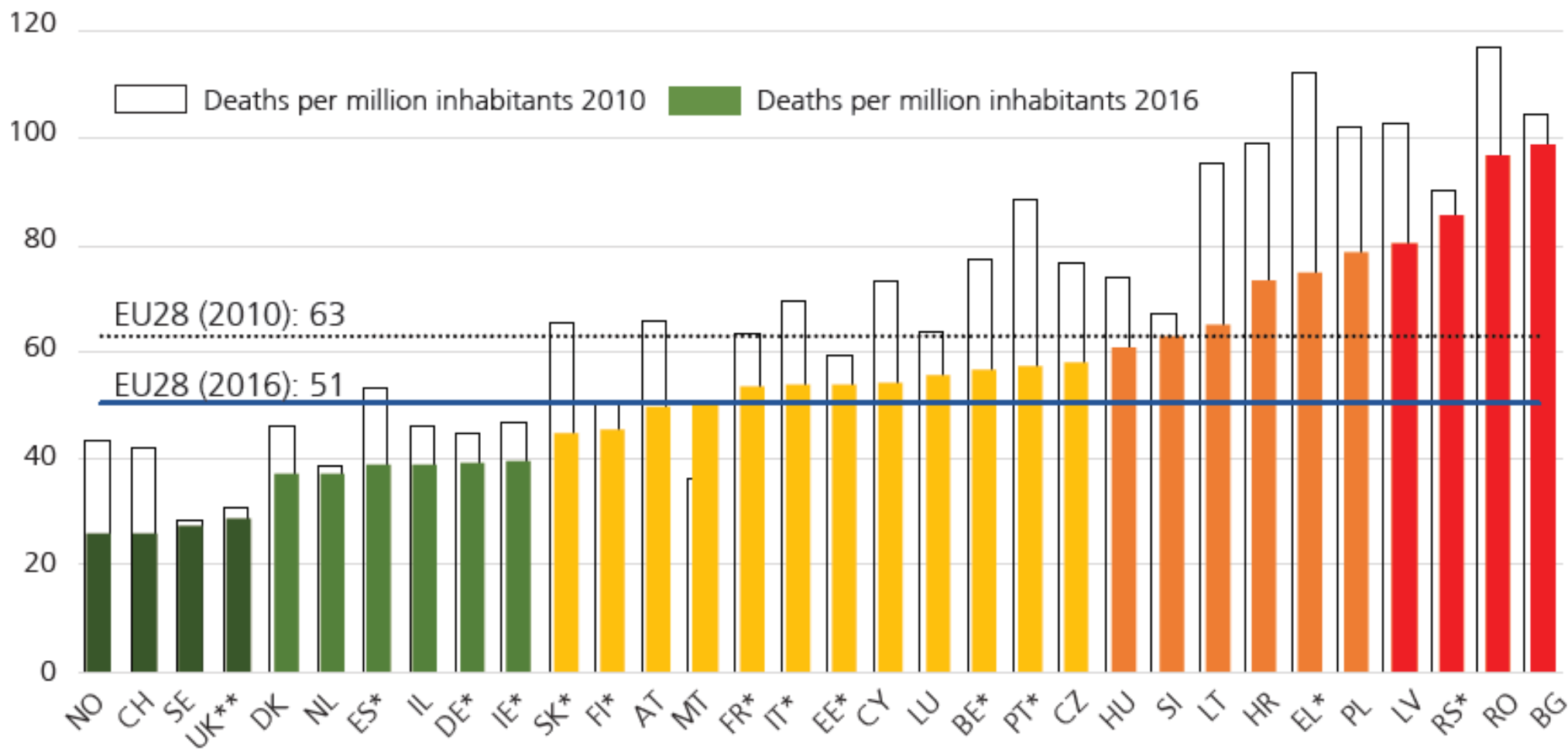
Vision zero – a safe system



- A vision based on zero killed and zero seriously injured
- The vision is based on three pillars:
 - Ethics
 - Facts and Science
 - Responsibility

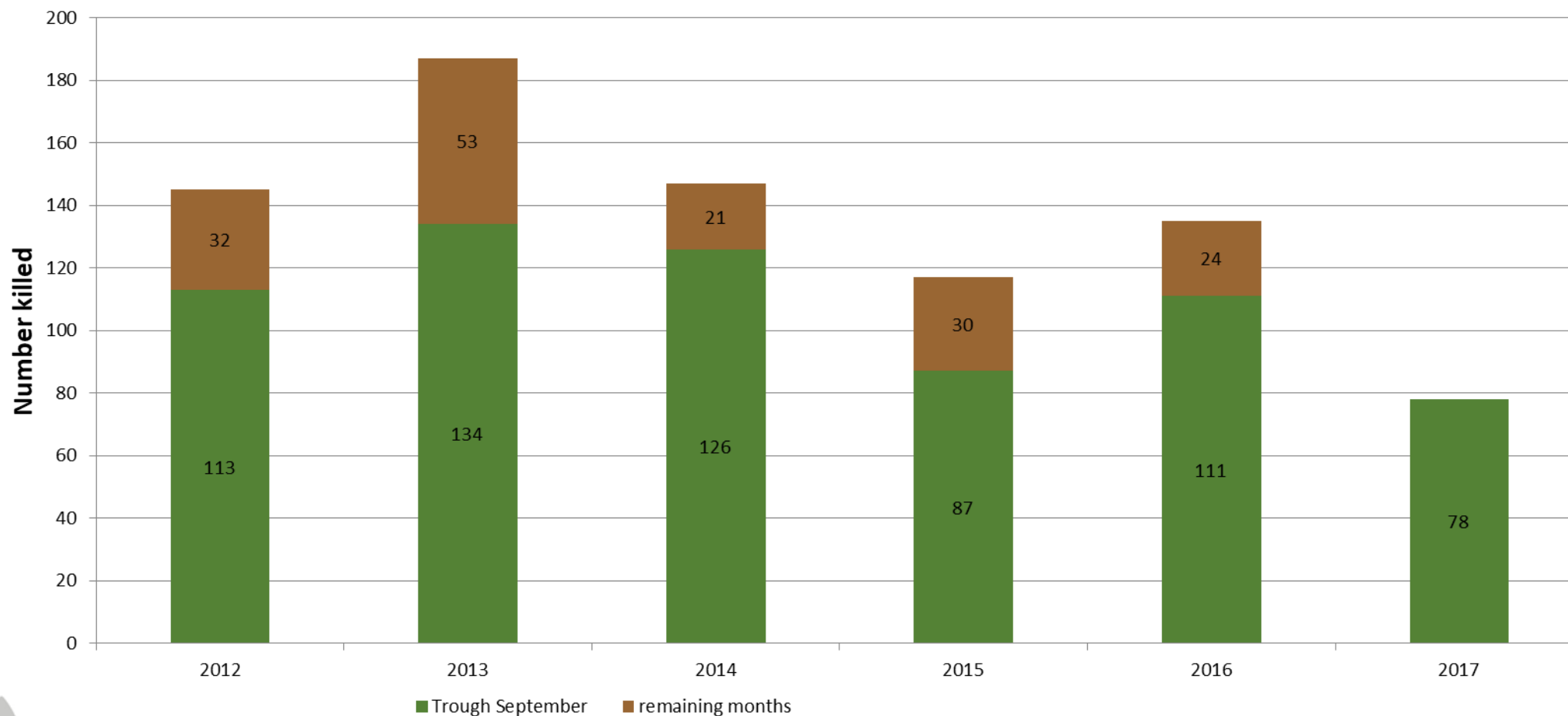
Killed and seriously injured in road traffic 1977 - 2016





The number killed in traffic until September 2017

Source: MA-rusfri trafikk/ Norwegian Public Roads administration



Person killed og serious injured in road traffic accidents

Source: NPRA

	2016		Average last 5 year	
	Killed	Serious injured	Killed	Serious injured
Totalt	135	656	146	685
Menn	111	429	109	447
Women	24	227	37	238

In 2016:

Killed because of DUI: 35 persons

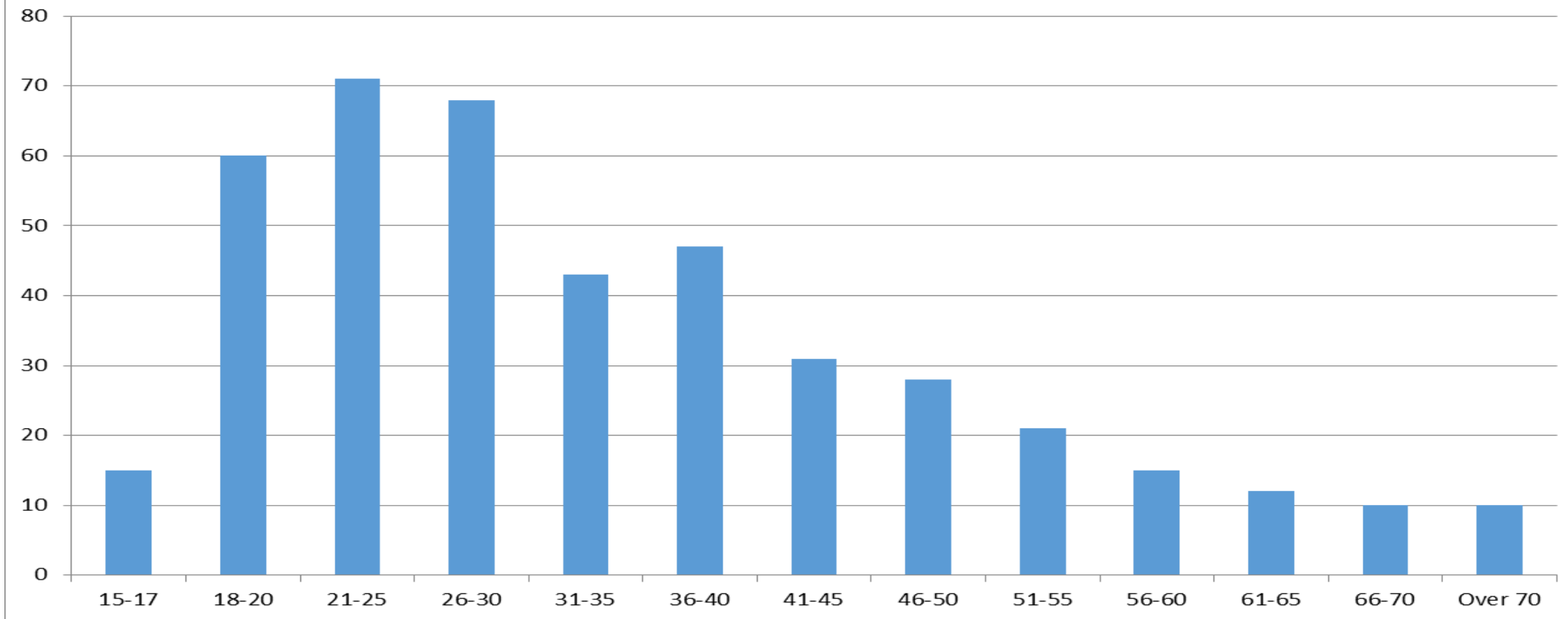
Serious injured because of DUI: minimum 150 persons

Casual factor for deadly accidents in Norway

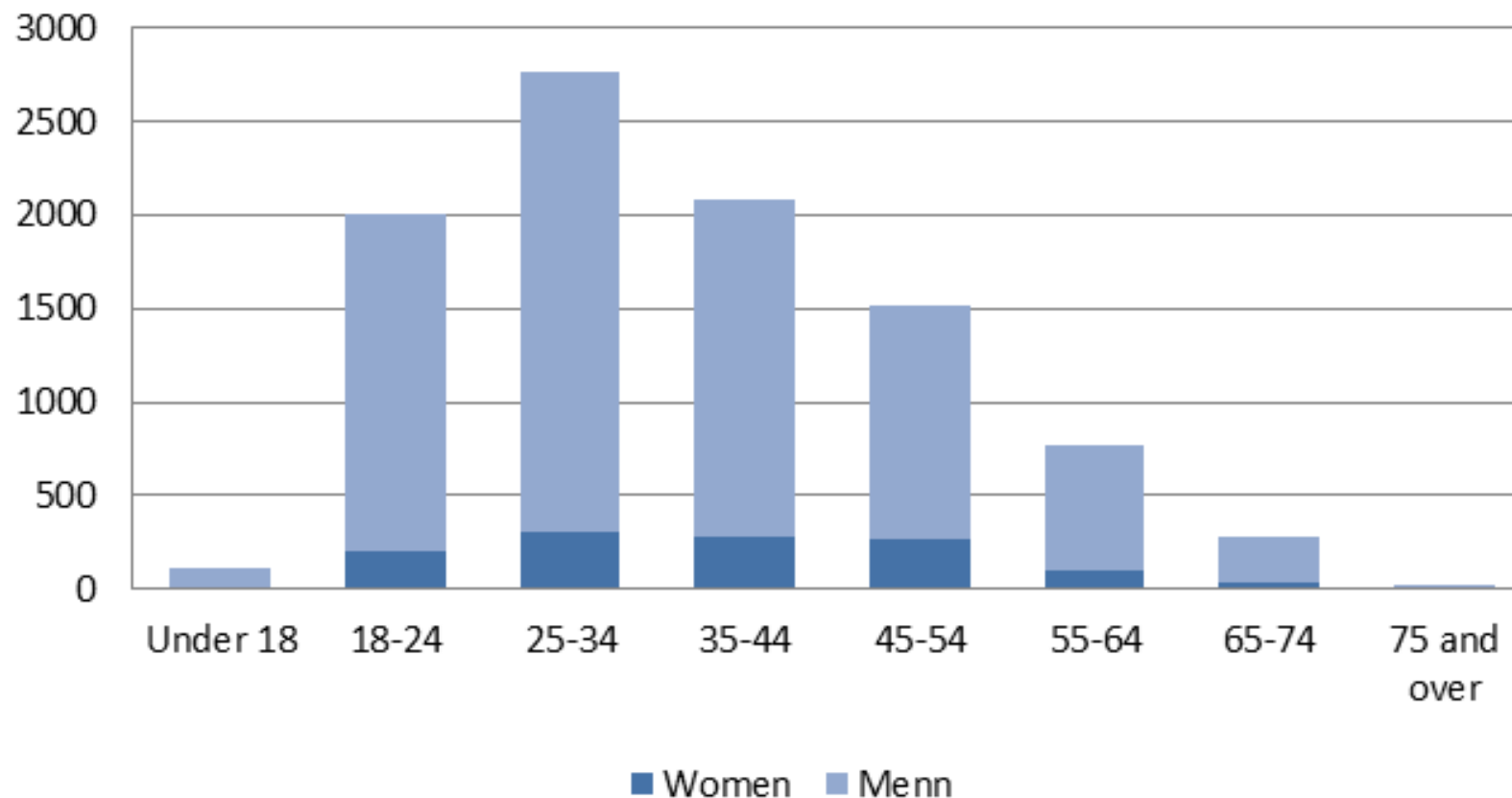
Causal factors for deadly accidents	Proportions of deadly accidents	
	Average 2005-2015	2015
Factors related to the driver		
<i>Lack of driver skills</i>	52 %	48%
<i>Excessive speed</i>	40 %	34%
<i>Intoxication</i>	21 %	22 %
<i>Tiredness/falling asleep</i>	14 %	10%
Factors related to the road and road environment	27 %	35 %
Factors related to weather and road conditions	16 %	20 %
Factors related to the vehicle	23 %	31 %

Killed in traffic accidents while intoxicated 2005-2016,

Source: Norwegian Public Roads Administration, in depth analysis



Who is driving under the influence (DUI)?



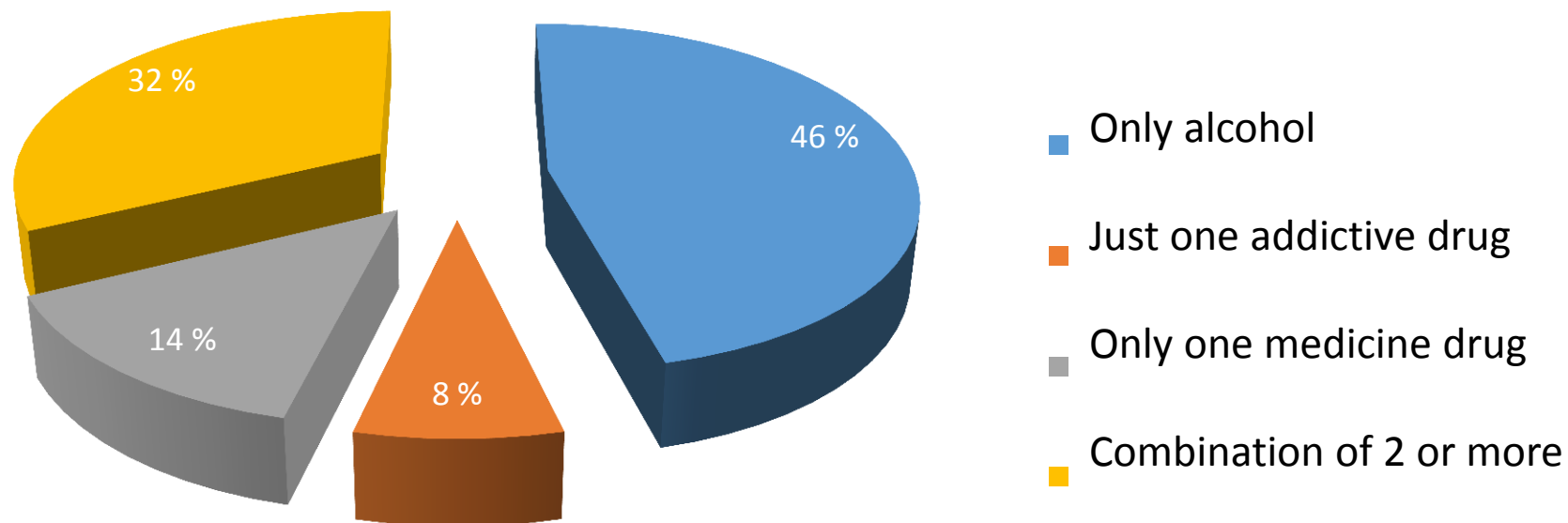
Which driver errors are associated with DUI?

Drugs/alcohol/narcotics	Among 515 drivers
Alcohol	22,7%
Medicine drug	13,6%
Addictive drug	11,3%
Combination of 2 or more	11,7%

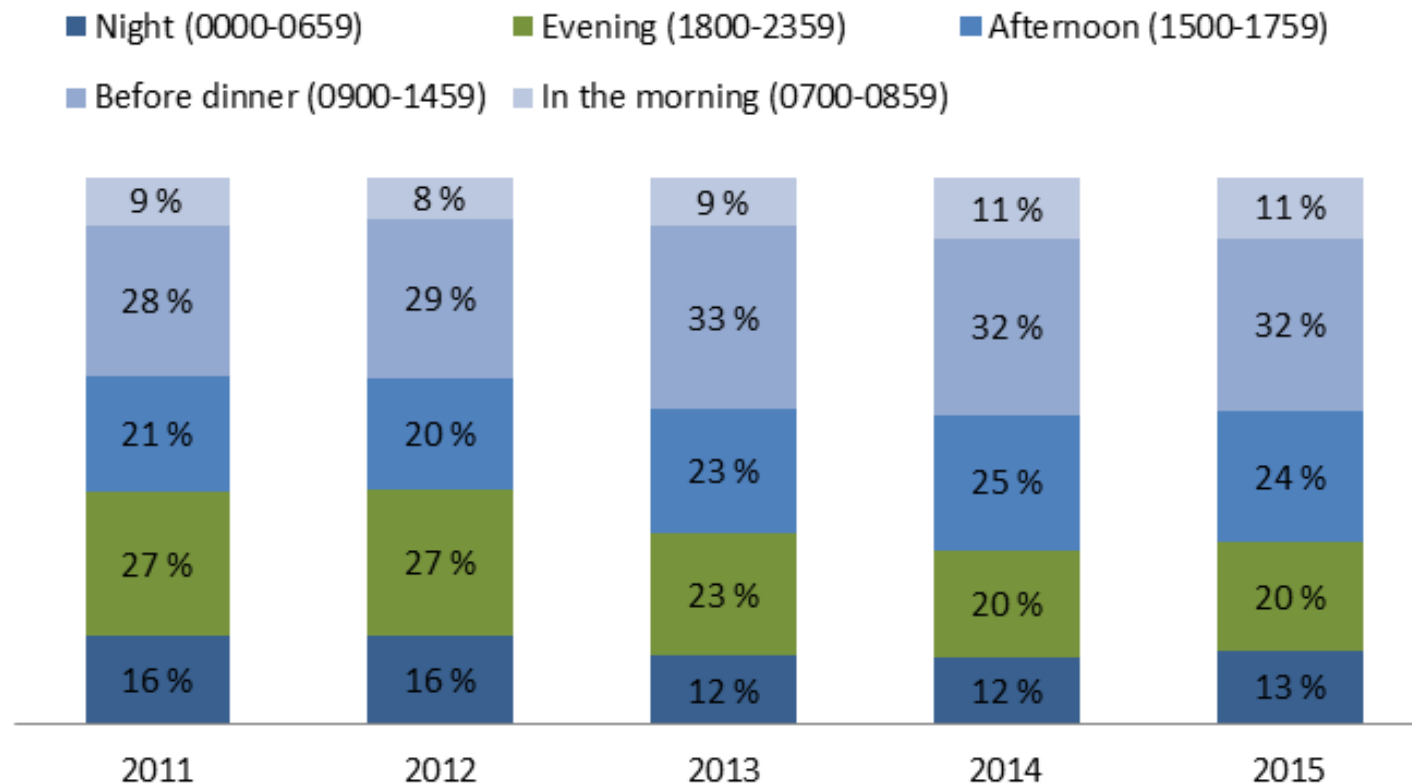


Fatalities among car drivers 2005-13

DUI car drivers

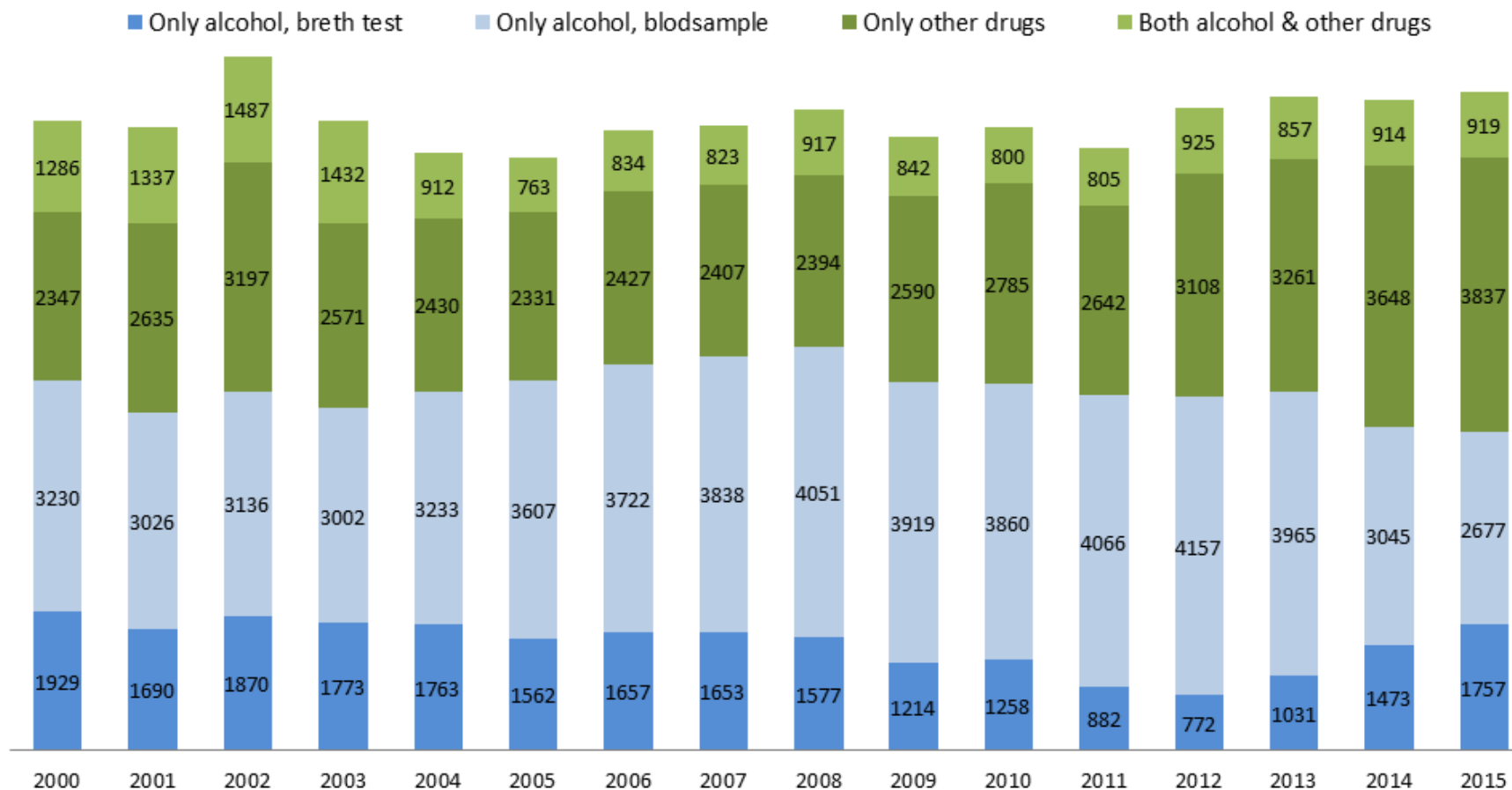


When driving under the influence?



- 13 % of death accidents happens between 06.00 and midnight is DUI
- 49 % of death accidents happens between midnight and 06.00 Monday – Friday is DUI
- 66 % of death accidents happens between midnight and 06.00 Saturday and Sunday og søndag is DUI

Dräger DrugTest® 5000



Proposed mandatory alcohol interlock use in public transportation – draft legislation in Norway

- 2015: Initiative from representatives of the Norwegian Parliament
- Mandatory alcohol interlock use in public transportation
- The objective of the initiative is to increase road safety

Costs-benefit analysis

- A socio-economic analysis has been conducted by Oslo Economics.
- Negative net benefit – when only looked at the priced effects.
- Non-priced effects – passengers valuation of enhanced safety in the transportation.
- Little statistical data regarding bus-accidents related to alcohol.
- Nevertheless, there are some cases of drunk bus-drivers that have been stopped in roadside controls or by alcohol interlock device.



Challenges: Temporary exemption - M1

- Complex modern electronics makes after-installations challenging in new passenger cars (M1 – most taxies).
- Without support from vehicle producers the installation is based on trial and error.
- The ongoing CENELEC-standardisation and further legislation work in the EU will be important to solve these challenges.
- Proposed safety measure by EU-commission (DG-GROW). Prepared interface for after-installation. NTA 2020/Reg. 2022. (i.e. survey). https://ec.europa.eu/info/consultations/public-consultation-revision-vehicle-general-safety-regulation-and-pedestrian-safety-regulation_en

European Economic Area (EEA) consultation

- NPRA sent a notification to the Commission regarding the draft proposal.
- Mutual recognition clause was added and additional low temp requirement was removed.
- Draft regulation is amended according to the comments.

Transition period

After public consultation of the proposal:

- For new busses registered after entry into force of the Regulation (TBD).
- 5 years for busses already in use. This is related to average re-procurement cycle.
- Many busses have already installed on voluntary basis or due to regional tenders.

Technical control

After public consultation of the proposal:

- A technical road inspection does not allow functional test of the alcohol interlock.
- Police stated that the alcohol interlock could not replace police alcohol tests.
- Fine up to ca 900 Euro for transport-agency if non compliance to the regulation.
- Withdrawal of approval for service-centre could ultimately be the consequence of non compliance.



death trip

The very best for your work with traffic safety!

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