



Alcohol Interlocks for Motor Vehicles

NEK/NK-BTTF

**Guidelines for authorities, transport customers,
transport companies, transport workers, unions,
governments and political decision makers.**



This is a draft document, provided by

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“Alcohol Interlocks for Motor Vehicles”,
supplemented by the other members of the Committee.*

The intention with the draft is for the Norwegian National Committee to launch a proposal for a Technical Report (guidelines) before the CENELEC Committee as a first step for the support guidance for EN 50436-6, and later for a possible EU directive for alcohol interlocks in commercial vehicles.

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1. Introduction.

The CENELEC Alcohol Interlock Committee was established in 2003. In the past decade, the committee has done a significant job to create universal technical standards and guidelines for the voluntary use of alcohol interlocks. Initially the work was aimed at creating universal standards for the use of alcohol interlocks in offender programs. Over the years, more and more of the attention of the committee has been drawn to the optional use of alcohol interlock as a general preventive measure. First in commercial vehicles and later in all type of motor vehicles.

The broad scope of engagement of the CENELEC Committee is reflected in the various standards, guidelines and other documents provided by the committee, as presented by the Convenor, Johannes Lagois, during the International Interlock Symposium 2010.

1. EN-50436-1, Instruments for drunk-driving offender programs, newly under revision in the Cenelec Committee.
2. EN-50436-2, Instruments having a mouthpiece and measuring breath alcohol for general preventive use. Also undergoing revision in the Committee.
3. EN-50436-3, Guidance for decision makers, purchaser and users, officially published July 2010, Technical Report, today operational together with standards within the EU and EEA countries.
4. prEN 50436-4, an effort by the Cenelec Committee to create a standard for connectors for the electrical connections between the alcohol interlock and the vehicle. A draft was officially published in March 2007, but was put on hold by January 2008 because of limited acceptance by car manufactures. There may be a need for renewed attention of this draft, as new hybrid vehicles now start to appear in the market without option of connecting alcohol interlocks. This issue will be one of the central questions to be dealt with by national and international legislation for the approval of vehicles in the near future.
5. prEN 50436-5, Instruments not having a mouthpiece and measuring breath alcohol for general preventive use, about emerging technologies with other functionalities. The issue was discussed in the Cenelec Committee in February 2010. Emerging technologies may also be calibrated to detect other drugs than alcohol, so there is a high actuality of this draft.
6. prEN 50436-6, Data Security, related to the registry of the alcohol interlocks, for the moment the last Standard Document to be presented for approval and vote.

In addition are also presented a number of other documents related to the implementation and use of alcohol interlocks as a counter-measure to road fatalities related to drunk driving.

The intention of this document is to provide support, guidelines and information in support of CENELEC Standards EN 50436-1, EN 50436-2, EN 50436-6, and the prTR 50436-3, in order to wind down what may be left of skepticism towards the extended use of alcohol interlocks within companies, unions and other potential users.

The CENELEC Committee on Alcohol Interlocks differs from most other technical committees by the fact that the results of the committee's work largely depend on political decisions to be made into common use. The work with the technical standards is therefore as much a political issue, and the technical and political side of the work represents a symbiotic wholistic paradigm. The issue of implementing alcohol interlocks has been an issue of political debates in several European countries, as well as the central representative assembly of EU. In several countries unions and transport workers has raised a wall of resistance to the implementation of alcohol interlocks, based on allegations of circumvention, non-reliable technology, random handling of users, and in general a political skepticism towards more supervision technology.

On the other side the statistics speaks for itself with nearby 1/3rd of all fatalities and injuries in traffic accident occurring with alcohol involved. The full implementation of alcohol interlocks may save several thousand human lives every year, with no other competitor policy being capable of providing the same results. The time is now due to turn the debate over from the question of **why** introduce alcohol interlocks, and draw the opponents attention to provide answers to the question of **why not** use alcohol interlocks as an instrument to secure safe and sober traffic.

From being an instrument to control drunk drivers in offender programs (USA, Canada, France, Netherlands and Sweden) the alcohol interlock is now being considered to be an instrument with capability of significantly reducing road fatalities caused by drunk driving. This is a highly sensible political issue, which politicians tends to hesitate entering. The same politicians are also worried by the high toll, and the heavy burden the enormous costs of alcohol related road fatalities draw on the national economies. The Cenelec committee has done a marvelous job in enhancing general public confidence in alcohol interlock technology by its clear cut and demanding standardization documents. This confidence is starting to be reflected in the development of new policies for increased road safety.

2. EU making alcohol interlocks compulsory.

The European Parliament issued a resolution of 27 September 2011 on European road safety 2011-2020 (2010/2235(INI)). In chapter 73, the EU-Parliament:

Recommends that fitting of alcohol interlocks – with a small, scientifically-based range of tolerance for measurement – to all new types of commercial passenger and goods transport vehicles be made compulsory; calls on the Commission to prepare by 2013 a proposal for a Directive for the fitting of alcohol interlocks, including the relevant specifications for its technical implementation.

Whatever the interpretations of this resolution chapter may be, it ushers in a new phase in the work with alcohol interlocks. Until now, most of the work has been based on the assumption that the use of alcohol interlocks will be more or less voluntarily. For the first time a decision have been made by an International Legislative Representative Assembly to start a process that sooner or later will end in alcohol interlocks be made mandatory for commercial vehicles in the European Union. Which also will involve the non-member European countries as well through the EEA.

The CENELEC Committee have, through its work during most of the last decade, established itself as a core center of knowledge and competence in the field of alcohol interlock implementation, both in technical and political aspects. The time is now due for the CENELEC Committee to transform its knowledge and competence into being a platform for the future efforts for the EU-Parliament to make alcohol interlocks compulsory for commercial vehicles in the European Union. But it does not need to stop there.

In Chapter 47 in the EU Parliament Resolution of September 27th, 2011, the EU Parliament:

Calls on the Commission to support, as a first step, the development of techniques for apprehending drivers under the influence of drugs and medicines which influence their fitness to drive and to propose as a second step EU legislation to prohibit driving whilst under the influence of drugs or the above mentioned medicines, with effective enforcement;

The CENELEC Committee has already discussed Alcohol Interlocks without a mouthpiece, prEN 50436-5, as late as 2010. As emerging technologies in this field will be capable of also detecting other drugs than alcohol, the next decade may be an interesting and challenging time for the CENELEC Committee, as the most capable and competent international source of knowledge of emerging technologies for the purpose of create a traffic free of drugs.

The Resolution from the EU Parliament of September 27th 2011, indicates not the end of the work of the CENELEC Committee with technical standardization of alcohol interlocks. It represents not even the beginning of the end, but it may be the end of the beginning for a new era of alcohol interlocks as a safe-giving instrument in commercial traffic, and the development of new technologies capable of detecting other drugs than alcohol.

3. Nordic Council making alcohol interlocks compulsory.

The Nordic Council 64th session, Helsinki, November 1st 2012 issued a new politics towards alcohol and drugs in the Nordic countries through Report A-1566 from the Committee of Welfare:

The Nordic Council recommends the Member Countries to make alcohol interlocks compulsory for commercial and professional drivers in the Nordic Countries, Faeroe Island, Greenland and Aaland. The Council also recommends the Member Countries to implement

alcohol interlocks for persons convicted for driving under influence of alcohol, and to make research for the option of implementing alcohol interlocks in all types of motor vehicles for General Prevention Purpose

By this, the Nordic Council wants to make alcohol interlocks compulsory in all commercial vehicles to stop drunk driving, and also as an instrument of reducing the casualties caused by traffic accidents as well as health costs. The resolution of the Nordic Council closely resembles the resolution of the EU Parliament by September 27th 2011.

4. Alcohol Interlocks for commercial vehicles.

While all earlier work in the Cenelec Committee have been dealing with alcohol interlocks as a voluntary measure (private and commercial vehicles) or an imposed act related to Offender Programs, an EU-directive for alcohol interlocks in commercial vehicles will introduce compulsory general preventive use of alcohol interlocks for a large number of vehicles in all EU and EEA-countries in Europe. Related to equality in competition for transport companies, most of them operating in a cross-border market, there would also have to be introduced standardized laws, regulations, standards, guidelines and definitions in all EU and EEA-countries.

The Cenelec Committee, with its comprehensive knowledge and competency with alcohol interlocks, will be a natural source of support for the technical based political issues the Commission and later the EU Parliament may have to deal with. The scope ranges from the clear cut technical issues related to the functionalities of the alcohol interlocks, standardized and common legislation, data security and the utilizing of data from alcohol interlocks registry, relations between transport customers, transport companies, transport workers/unions and public authorities in the respective countries. Most of these issues will be based upon the technical standards and technical reports made by the Cenelec Committee during the past decade and the coming work to be done.

The main actors involved in the use of alcohol interlocks in commercial vehicles would be:

- Transport customers
- Transport companies
- Transport workers
- International Transport Workers Federations
- Public and political authorities.

5. Standardized Legislation.

The Standards provided by the CENELEC Committee would function best if followed by legislation in the respective countries being influenced by the full-fledged standards. For

example to demand that alcohol interlocks being installed would have to comply with the high standards of functionality set in the Standard Documents.

So far only Finland has made it compulsory that alcohol interlocks installed in any type of cars in Finland, should comply with the demands of the CENELEC Standard, EN-50436-2. In Norway the County of Ostfold the summer of 2012, as a customer of transport services for school children, was the first to make it compulsory that the busses for school children from 2013 should be equipped with alcohol interlocks, complying with EN-50436-2.

Countries have different definitions of when an attempt to drive under influence of alcohol is made. Norway and some others have legislation equalizing attempt to drive with fulfilled DUI. Using an alcohol interlock may, under this type of legislation, be doomed as an attempt to drive, and draw repercussion if the alcohol interlock go into a blocking position. Used in commercial vehicles, it would mean that the transport company would have to report professional drivers if they are halted by a blocking alcohol interlock. For all purposes, breath testing with an alcohol interlock should be "lifted out of" the definition for "attempting to drive under influence of alcohol" which would mean a standard type of legislation, backed by technical standards from the Cenelec Committee, for the issue in all EU and EEA-countries.

Definitions of "starting a motor vehicle" may also undergo some scrutiny with compulsory use of alcohol interlock in commercial vehicles. Today it is the starting of the motor (power engine) the alcohol interlock prevents. Transport vehicles may have the motor running during stops, either to provide heating for sensitive wares in cold days, or cooling of frozen wares in warm days. Bussing companies uses piquets to start bus motors in the winter time to provide heating. With alcohol interlocks blocking the motor itself, this may cause unsolvable problems. This may be solved by defining "starting of a motor vehicle" as setting the vehicle "in motion" which means that the alcohol interlock blocks the electronically operated gearbox, brakes or other interlock systems that prevent the vehicle from being moved under its own power without a legal test provided by an alcohol interlock.

Countries have also different limits for DUI, ranging from 0,0 to 0,2 for commercial driving. Using alcohol interlock as compulsory device in commercial vehicles would prompt common legislation for one limit defining DUI for all EU and EEA-countries, and the EU are now providing the ground for a common DUI limit of 0,2 for commercial vehicles for all EU and EEA-countries .

The Nordic Councils Resolution of November 1st 2012 urges the Member Countries to settle for a common DUI limit of 0,2 promille for all motor vehicles, including boats with motor propulsion. It now remains for each country to follow the Resolution recommendations.

6. Scope of the Technical Report (guidelines).

An alcohol interlock is a system comprising a breath alcohol measuring instrument and an immobilizer which may be easily installed in a motor vehicle. Before the vehicle can be

started, a breath sample has to be provided to the alcohol interlock, normally through a mouthpiece. Once the breath alcohol measurement has been performed, the alcohol interlock will prevent drivers from starting the motor if they have an alcohol concentration above a predetermined limit value. This limit may be set at the legal limit of a respective country or lower.

Alcohol interlocks that meet the relevant European Standards detect, for example, if the sample is delivered by a human being. They are also capable of preventing and detecting tampering with the instrument. Additional parts of the system may include identity checking or recording mechanisms.

The purpose of this Technical Report is to give practical guidance for selection, installation, use and maintenance of alcohol interlocks made compulsory to all commercial vehicles by an optional EU-directive, as a continuity to EU-standard EN-50436-6 under development.

It is directed to all those who have an interest in the use of alcohol interlocks made compulsory by a EU-directive for commercial vehicles, as well as companies selling and installing alcohol interlocks, purchasers and users for commercial, professional or private use. The Technical Report gives information about the alcohol interlock and how it is to be used.

This Technical Report primarily describes alcohol interlocks for use in vehicles as a general preventive measure in traffic safety.

7. Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 50436-1:2005, Alcohol interlocks – Test methods and performance requirements – Part 1: Instruments for drunk-driving-offender programs

EN 50436-2:2007, Alcohol interlocks – Test methods and performance requirements – Part 2: Instruments having a mouthpiece and measuring breath alcohol for general preventive use

NOTE The technology of alcohol interlocks is rapidly evolving, and further innovations can be expected, which could be considered in future amendments or new parts of these European Standards.

prTR 50436-3: Guidance for decision makers, purchaser and users, officially published July 2010, Technical Report, today operational together with standards within the EU and EEA countries.

EN 50436-6: prEN 50436-6, Data Security, related to the registry of the alcohol interlocks

EN ISO/IEC 17025:2005, General requirements for the competence of testing and calibration laboratories (ISO/IEC 17025:2005)

International Recommendation OIML R 126:1998, Evidential breath analyzers. International Bureau of Legal Metrology, 11, rue Turgot – 75 009 Paris – France

European Directive 72/245/EC (or latest revisions and/or successors) on the suppression of radio interference in motor vehicles. An instrument having an approval sign showing an "e" followed by a number of the issuing country, both surrounded by a rectangle, meets these legal requirements.

Test methods and performance requirements specifically for alcohol interlocks are given in the European Standards EN 50436-2 for alcohol interlocks for general preventive use, and the European Standard EN 50436-6 for data security from the alcohol interlock registry. It is recommended or it may be a national requirement that the performance of alcohol interlocks is tested in accordance with EN 50436-2, EN 50436-6, and/or other relevant European Standards.

8. Definitions:

In the following chapter, definitions of the various issues are as stated in EU-standard:

EN 50436-1

EN 50436-2

prEN 50436-6

also including the prTR 50436-3:

- 8.1. Alcohol interlock**
- 8.2. Breath alcohol concentration**
- 8.3. Breath sample**
- 8.4. Accepted breath sample**
- 8.5. Mouthpiece**
- 8.6. Breath alcohol concentration limit**
- 8.7. Retest**
- 8.8. Start period**
- 8.9. Restart period**
- 8.10. Bypass**
- 8.11. Override**
- 8.12. Tampering**
- 8.13. Aftermarket installation:**
- 8.14. Warm-up time:**

8.15. Manufacturer:

8.16. Data memory:

The following chapters are adjusted to make a better definition and clarification of use of alcohol interlocks in commercial vehicles:

8.17. Blocking state:

State in which the alcohol interlock is inhibiting the start of the vehicle motor.

NOTE: The alcohol interlock may also be installed to inhibiting the commercial vehicle from beings set in motion under own power by blocking an electronically operated gearbox, brakes or other interlock system preventing the vehicle to be moved under own power without a legal alcohol test provided by an alcohol interlock.

8.18. Unblocking state:

State in which the vehicle motor can be started

NOTE: State in which the commercial vehicle can be set in motion after a legal test, provided by an alcohol interlock, are unblocking an electronically operated gearbox, brakes or other interlock system preventing the vehicle to be moved under own power.

8.19. Transport customer:

Company, private or public, or any other person or organization purchasing services of transport of goods, persons or other wares from a company, single person, private or public enterprise that provides such services.

8.20. Transport provider.

Any private or public company, person or other organization providing transport services for payment for persons, wares or other goods with vehicles powered by combustion engines, electricity or any other source of power.

NOTE: Examples: Trucking companies, bus companies, taxies, public or private fleet transport vehicles.

8.21. Professional vehicle driver:

A person who makes all or most of his/her income out of driving transport vehicles for goods, wares, persons or any transport services in return for payment

NOTE: Unions, transport workers federations or other organizations may be caretakers of the professional drivers interests versus transport providers, transport customers or public authorities related to common rules and recommendations for the mandatory use of alcohol interlocks in commercial vehicles.

8.22. Public and legislative authorities.

Public and political decision-makers that provides laws, regulations and other decisions for the mandatory use of alcohol interlocks.

NOTE: The alcohol interlock may also be an instrument to pursue a company alcohol policy by detecting potential alcohol problems in an early stage, possible to counter by adequate measures. This will demands programs including the unions, public authorities, transport companies and their organizations and specially designed programs to diminish development of alcohol problems among professional drivers.

9. Intended application of alcohol interlocks

9.1. General preventive application for commercial and professional use

The EU Parliament Resolution by September 27th 2011, ushered in a new era of the use of alcohol interlocks as a general preventive application for commercial vehicles in order to reduce the risk of drunk driving and enhance the road security in EU and EEA countries.

Installing an alcohol interlock as a general preventive measure in vehicles for the safe transport of persons or goods such as hazardous goods transporters, trucks, lorries, coaches, taxis, trains, boats, snow mobiles or other modes of transportation can reduce accidents and related downtime. Installation can also improve the image of the transport company by increasing road safety, and improve their customers perception of their own safety.

Alcohol interlocks may be used as a transport quality instrument for vehicles operated by companies or authorities. They may also be a requirement of employment within an alcohol policy of a company or authority, and they may be used for compliance monitoring. The compulsory use of alcohol interlock in commercial vehicles also raise several other challenges to be overcome in time before the EU-directive will be empowered.

9.2. Alcohol interlocks to assure transport quality

With the compulsory use of alcohol interlocks as presented in a coming EU-directive for commercial vehicles, companies and organizations are able to ensure customers, users and public opinion that their vehicles are being driven by sober drivers. Alcohol interlocks may then also be an element of companies alcohol and overall quality assurance policy. Such a wholistic approach requires determination and patience and has to be integrated step by step into normal operations.

Companies and organizations that procure or provide transportation will help to improve road safety through the use of alcohol interlocks to counteract drink driving. They will also bolster the customers view of the company, create a better working environment, and achieve competitive advantages for their own operations.

9.3. Systematic procedures by introduction of alcohol interlocks

For the introduction of alcohol interlocks it is necessary to create credibility for the program by all involved, i.e. the drivers and their unions, transport companies and associates, public authorities and road administration authorities. To achieve this, the introductory process could be divided into several steps.

9.4. Decision and support:

In order to create a sense of commitment and involvement, management decisions based on the EU-directive for alcohol interlock in commercial vehicles, should be communicated at an early stage so that they permeate the entire organization from the decision makers to the actual drivers. This will also include drafts of agreements between the companies and the drivers and/or their unions. As well as standardized set of steps to be taken in case of alcohol interlocks going into locking positions after testing of drivers.

9.5. Policy and objectives:

A straightforward policy should be drafted with clear, realistic and quantifiable targets describing the direction and intention for the work ahead. This policy could be associated with legal issues and health and safety campaigns. The policy should be communicated repeatedly in order to be made known within the entire organization if it is to gain acceptance and stimulate a sense of involvement. The aim of this policy will both be to benefit the company standing, and the safeguarding of the employed drivers of the company.

9.6. Action plan and measures:

The action plan describes how the policy is to be put into effect, e.g. time schedules, allocation of responsibilities, etc. It should also take into consideration the individual employee's sense of integrity and job security. The measures undertaken through the plan could for example involve information campaigns, training and instruction programs in connection with the introduction of alcohol interlocks, or stipulating the use of alcohol interlocks in future transport procurements.

9.7. Monitoring and evaluation:

Monitoring and evaluation is a necessary part of a systematic work method to show whether the objectives of the policy have been achieved. This could be done for example by monitoring of:

- the data memory of the alcohol interlocks,
- manipulation attempts,
- false positive tests,
- regular calibration of the alcohol interlocks,
- traffic and work accidents,
- illness times of employees.

The data from the alcohol interlock registry are highly sensitive, and the handling will be under scrutiny of the countries Data Supervision Authorities. The companies would therefore have to have a coherent and comprehensive system to handle the data, as well as the follow up the results.

9.8. Dialogue with union representatives and other relevant bodies

When a company plans to install alcohol interlocks for quality assurance in its vehicles, it will directly influence the working environment of the users. An alcohol interlock could be considered as an intrusion in the personal environment. The obligation to inform and negotiate with the union when installing an alcohol interlock could vary from country to country depending on national laws and the contract between the employer and the employee.

Regardless of the rights the employers have to install the alcohol interlocks, it is valuable to have a dialogue with the workers and their unions in beforehand. The use of alcohol interlocks will also have impact on the employee's health and safety, which gives an opportunity of mutual understanding between the employer and the employee. The experiences from Norwegian Companies implementing alcohol interlocks shows that the alcohol interlock is rather quickly accepted as long as the management has had a proper dialogue with the employees before installing the alcohol interlocks

It is important to initiate an early dialogue between company management and the unions / union representatives or other legally relevant bodies concerning the prospective use of alcohol interlocks as a quality assurance tool. Moreover, it is preferable that this dialogue is supported by a policy document and action plans formulated within the framework of a quality assurance program. Based on experience, it has been found that information and discussion available at an early stage increases the chance of mutual understanding.

It is suggested that the dialogue should be centered around the use of alcohol interlocks as a quality assurance tool which improves the working environment in companies and organizations, and creates safer and more reliable conditions. This applies both to those out on the road as well as to those who procure or provide transport services.

9.9. Alcohol interlock and alcohol policies in transport companies

It should be a policy for each workplace preventing alcohol damage inclusive information and education campaigns, and to offer the employees with alcohol related troubles help

and specialist care. Another area is to reduce the number of casualties and death in relation with traffic accidents.

For a transport company an alcohol and drug policy has three important purposes. It should:

- Contribute to quality assurance to customers and commissioners.
- Contribute to increased traffic safety
- Show concern about the companies employees.

Employees alcohol and drugs (mis)use should not be allowed to interfere with the companies and the employees working stake. The alcohol and drug policy of the company should be laid down in a documented plan of action for how the goals should be fulfilled. A policy with the plan of action is a powerful tool to gain approval of the companies intentions by all the employees and it makes it easier to understand what the company wants in this matter.

Alcohol interlock is an outstanding tool to discover and attend to alcohol problems in a transport company. Usually an alcohol abuse is covered a long time by the employee. When the problem reveals it is often hard and expensive to deal with. And there is a big risk of accidents due to the alcohol problems of the employee. Alcohol interlocks installed in all of the companies vehicles could detect alcohol problems at an early phase to be confronted and solved, and thus enhance the alcohol and drug policy of the company.

10. The AKAN-model in Norway.

AKAN, The workplace advisory center for issues relating to alcohol, drugs and addictive gambling, was founded in 1963 by representatives from the Norwegian Confederation of Trade Unions [LO] and the Confederation of Norwegian Business and Industry [NHO].

Today the board of AKAN consists of two representatives from LO, two from NHO and one from the Ministry of Social Affairs. These parties are also the financial contributors to the activities of AKAN.

AKAN's objective is to prevent drug and alcohol abuse in Norwegian workplaces and also to see to it that employees with abuse problems get help.

AKAN's activities are based on collaboration between employers and employees. A defined drug and alcohol policy and clear guidelines for dealing with drug and alcohol abuse in the workplace are important elements in AKAN's activities.

So far, mostly large enterprises have established an AKAN system. However, a drug and alcohol policy is also important for small and medium-sized firms. The Government Report to Parliament, (Stortingsmelding 30), from June 2012, provides the ground for all public

services, as well as most of private enterprises in Norway, may have a compulsory alcohol and drug policy based on the AKAN model.

10.1. Objectives

AKAN's main objective is to contribute to the prevention and solving of alcohol and drug problems in Norwegian enterprises. The work is based on human consideration and on a concern for social, economic, medical and safety conditions in the field of work.

According to AKAN's statutes, the aim is to:

- Prevent alcohol and drug problems in Norwegian enterprises.
- Develop methods for early intervention and enable employers and employees to take action.
- Provide help and assistance for employees already having developed a substance problem.

Through its work and activities, AKAN aims at qualifying employees and employers for constructive collaboration when encountering the challenges of alcohol and drug problems in the workplace.

11. Alcohol Interlocks may be key instruments.

The alcohol interlock in commercial vehicles may become an instrument of high value also in the prevention of people being exposed to the threat of falling into problems with alcohol and drugs. The data from the alcohol interlock registry, combined with the transport company declared and agreed drug policy, may be giving indications of potential alcohol problems at an early stage. If the transport companies then have a defined drug and alcohol policy, and clear guidelines for dealing with drug and alcohol abuse in the workplace, it may be possible to give the employee aid and help in order to cure his emerging problems and bring him/her back as a valuable employee and asset for the company.

This may be beneficiary for the transport company, the employee and of the society. Prevention and cure of emerging alcohol problems is far less resource consuming than a full scale alcohol problems resting with the employee. Related to the public health perspective, the use of alcohol interlocks may also save the society and the tax payers for significant amount of resources, today yearly spent on curing and reparation of alcohol related damages every year

Thus, the data from the alcohol interlock, handled in accordance with the Standard EN-50436-6, provides valuable documentations for the transport company. The employee may then have the option of receiving adequate support and help at an early stage before the alcohol problems have passed by the point of no return.

The whole system rests on the initial common agreements negotiated and brought in place before the alcohol interlocks are introduced. The key here is the agreement between the companies, the unions, and the authorities to arrange for prevention and cure of emerging

alcohol problems. These kind of arrangements provides a consensus between all parts involved in prevention and cure of alcohol and drug problems.

Any employee taken care of by this system, may also agree to follow the prevention and cure program. Based on the data and records from the AKAN model in use in Norwegian Companies, related to alcohol and drug abuse in the workplace, 80% of employees with emerging alcohol problems, being incorporated in the AKAN model for prevention of alcohol and drug problems, are in full working condition within one year after their entry into this agreement.

The alcohol interlock will provide data for an early intervention. Thus the alcohol interlock in commercial vehicles, combined with companies introducing programs of prevention and cure, not only enhances traffic safety by preventing drunk driving. The alcohol interlock may also be a key instrument in prevention of development of alcohol and drug problems in general

11.1. Examples of the Norwegian AKAN effect in companies:

The use of alcohol interlocks in commercial vehicles within a company following this model, may have certain stages, triggered by blocking results of the alcohol interlock. It may be a difference for an employee being blocked by the alcohol interlock the morning after the company celebration party, and an employee being blocked regularly. One offence may trigger a kind of warning, advising the employee that his behavior represent a break of the written agreement between company and employees. Based on the records, a warning like this halts most of the employees from another similar situation.

If then blocking occurs regularly by the same employee, it indicates that an emerging alcohol problem may be under development. The next step will then be that the employee will be called in for a conference with his superior officer. The employee will then be giving the option of entering into a program for prevention and cure of emerging alcohol problems. To confront someone with their drug or alcohol problem is not easy. However, it is important to show that the company has a position on this issue and that help can be provided.

This program for commercial and professional drivers being blocked by alcohol interlocks, as it today is being managed by AKAN in Norwegian companies, may follow this path:

11.2. Individual AKAN agreement

AKAN's individual contract model consists of structured and specially adapted support in the workplace for a person with a drug or alcohol problem.

This may include:

- medical examination

- a consultation with the firm occupational health service or a general practitioner
- external outpatient or inpatient treatment
- a colleague as a peer support person at the workplace

Relevant internal resources:

- manager
- key person
- peer support person
- occupational health service
- employee representative

Relevant external resources:

- general practitioner
- social welfare office, preferably a drug abuse counsellor
- local treatment clinic, outpatient clinic, or drug and alcohol team
- the AKAN workplace advisory center

Control measures and change of work tasks might be required in order to secure the interests of the company, as well as the interests of the user.

12. Final Remarks.

The intention of this document is to provide support, guidelines and information in support of CENELEC Standards EN 50436-1, EN 50436-2, EN 50436-6, and the TR 50436-3, in order to wind down what may be left of skepticism towards the extended use of alcohol interlocks within companies, unions and other potential users. This document may also be of support for the work and outlines of an EU-directive for alcohol interlocks in commercial vehicles, as requested by the EU-parliament resolution of September 27th 2011.

This document may also contribute to the Nordic Council Resolution of November 1st 2011, urging the Nordic Countries to start implementing alcohol interlocks in commercial vehicles and later on in all vehicles on land and sea with motor propulsion.

The new standard EN 50436-6 will set the level of technical security by which the data from the alcohol interlocks may be saved, downloaded and stored. These data may be of high value for the actual companies, as well as the professional drivers, if they are used to enhance the early prevention and later treatment of alcohol problems.

From being a punitive instrument for DUI, the alcohol interlock has moved into an area of general prevention use in commercial vehicles to enhance safety of deliverance of goods and wares. The alcohol interlock also is about to become an instrument of assurance of quality transport of persons in busses and taxis. The alcohol interlock may also enter into the field of public health precautions, as it may be utilized to reduce the burden of alcohol problems

within transport companies, commercial drivers, and all other who will use a motor vehicle as part of their jobs.

This expanded use of alcohol interlocks may benefit the employers, the employees and also the societies, as it may reduce the fear of being encountered by drunk drivers. With the right use of alcohol interlock registry data, combined with company HR-policies, it may also be possible to make an early engagement with people at an early stage of a potential alcohol problem.

This achievement will depend of the will and ability to make the right decisions. This document points towards a set of options that could be, and may be used as guidelines together with the standards, as well as an EU-directive for alcohol interlocks in commercial vehicles.

On behalf of the Norwegian National Committee “Alcohol Interlocks for Motor Vehicles”
NEK/NK BTF 116-2.

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