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FOR HIGHWAY SAFETY

HIGHWAY LOSS
DATA INSTITUTE

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Should Interlocks Be Required for All DUI Offenders?

Lifesavers Annual Conference

Lake Buena Vista, FL • June 15, 2012

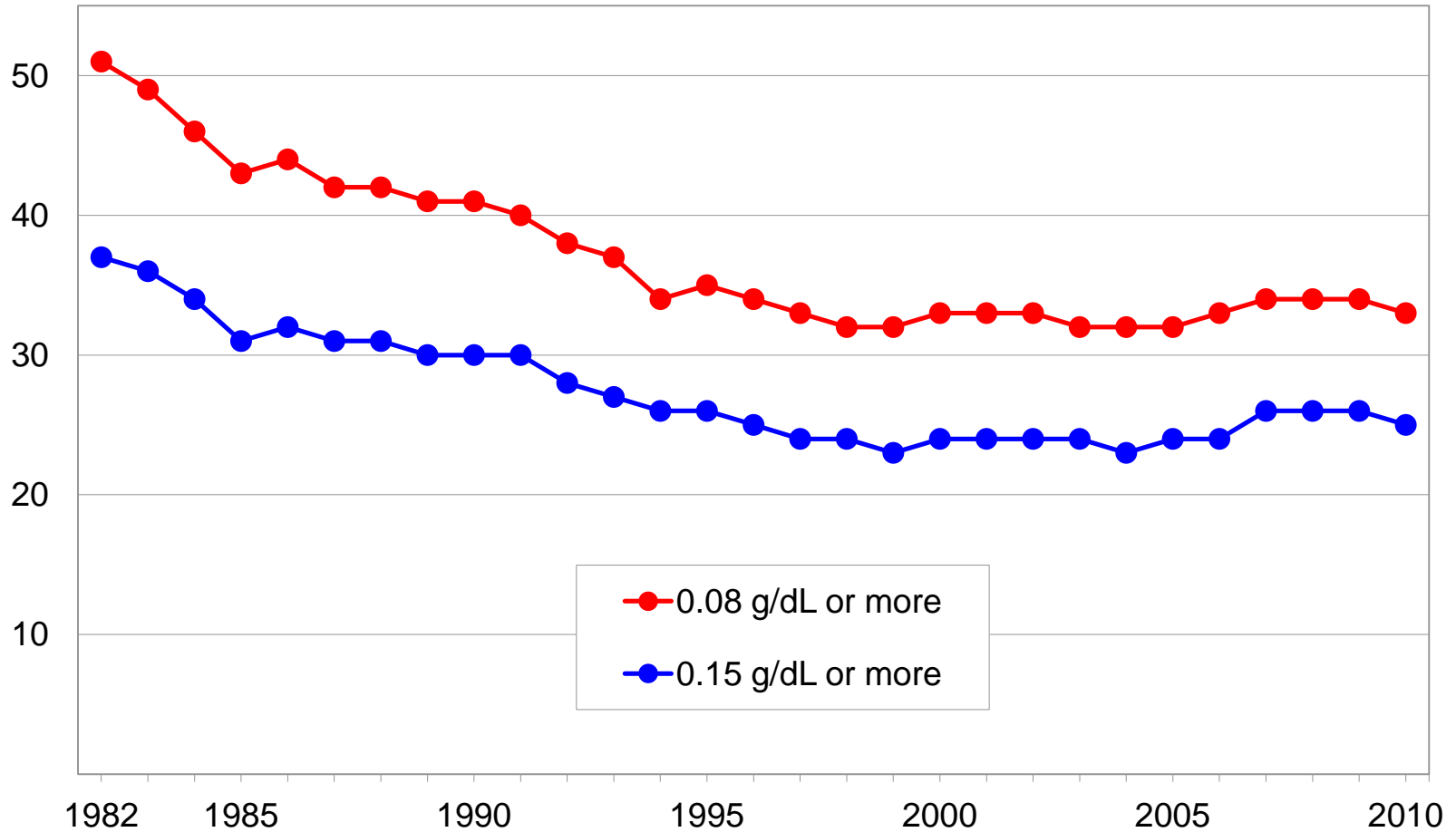
Anne T. McCartt

Insurance Institute for Highway Safety (IIHS)

- Nonprofit, independent research and communications organization
- Mission to save lives, prevent injuries, and reduce property damage in crashes
- Research goal to determine what works and what doesn't to improve highway safety
- Funded by automobile insurance companies

Percent of fatally injured passenger vehicle drivers with BACs at or above specified levels

1982-2010



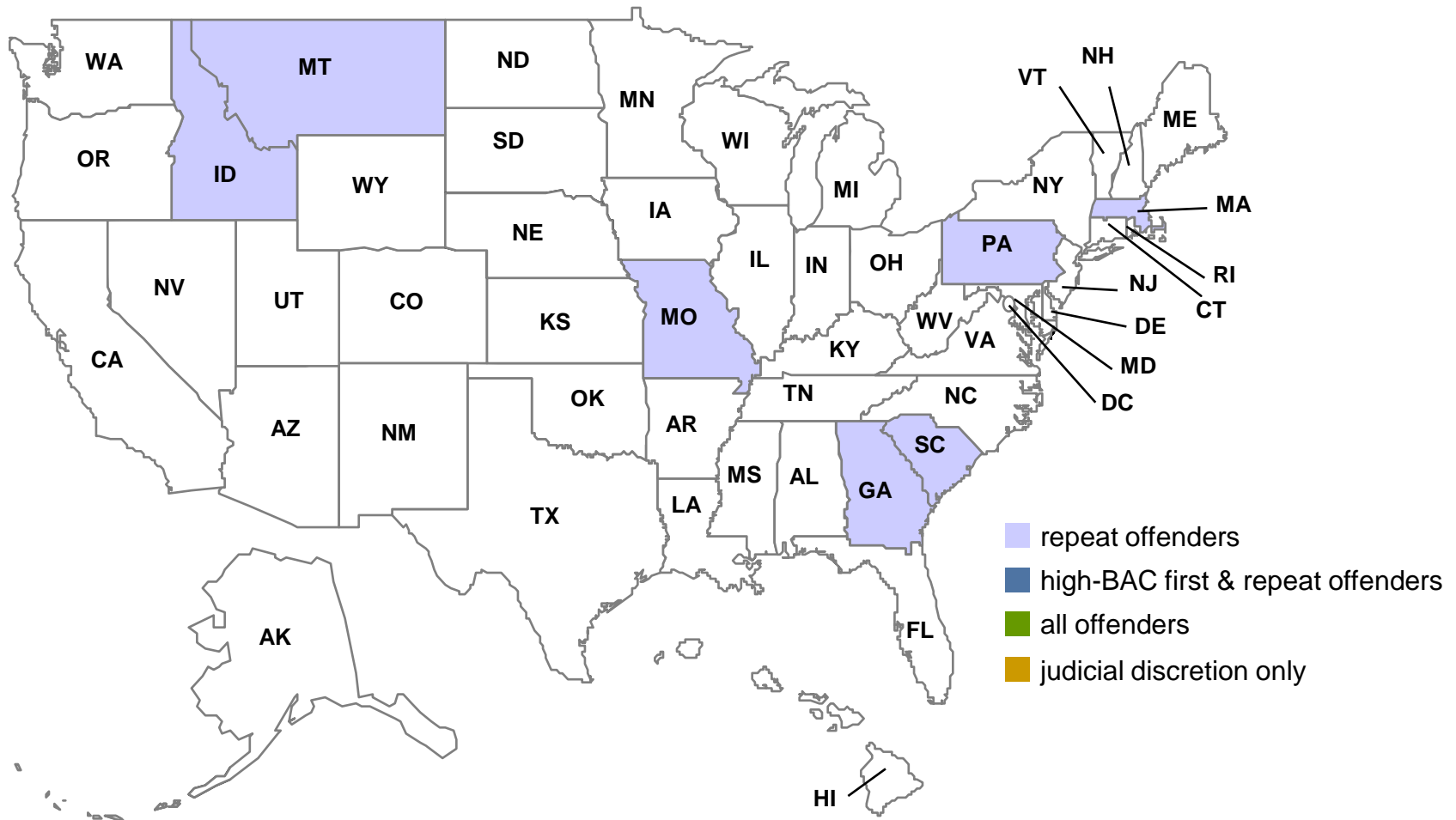
Alcohol ignition interlocks

- Driver blows into a tube to test breath for alcohol
- Vehicle won't start if certain amount of alcohol detected
- Periodic retests while vehicle is in motion
- BAC ≤ 0.025 percent is typical threshold for DUI offenders



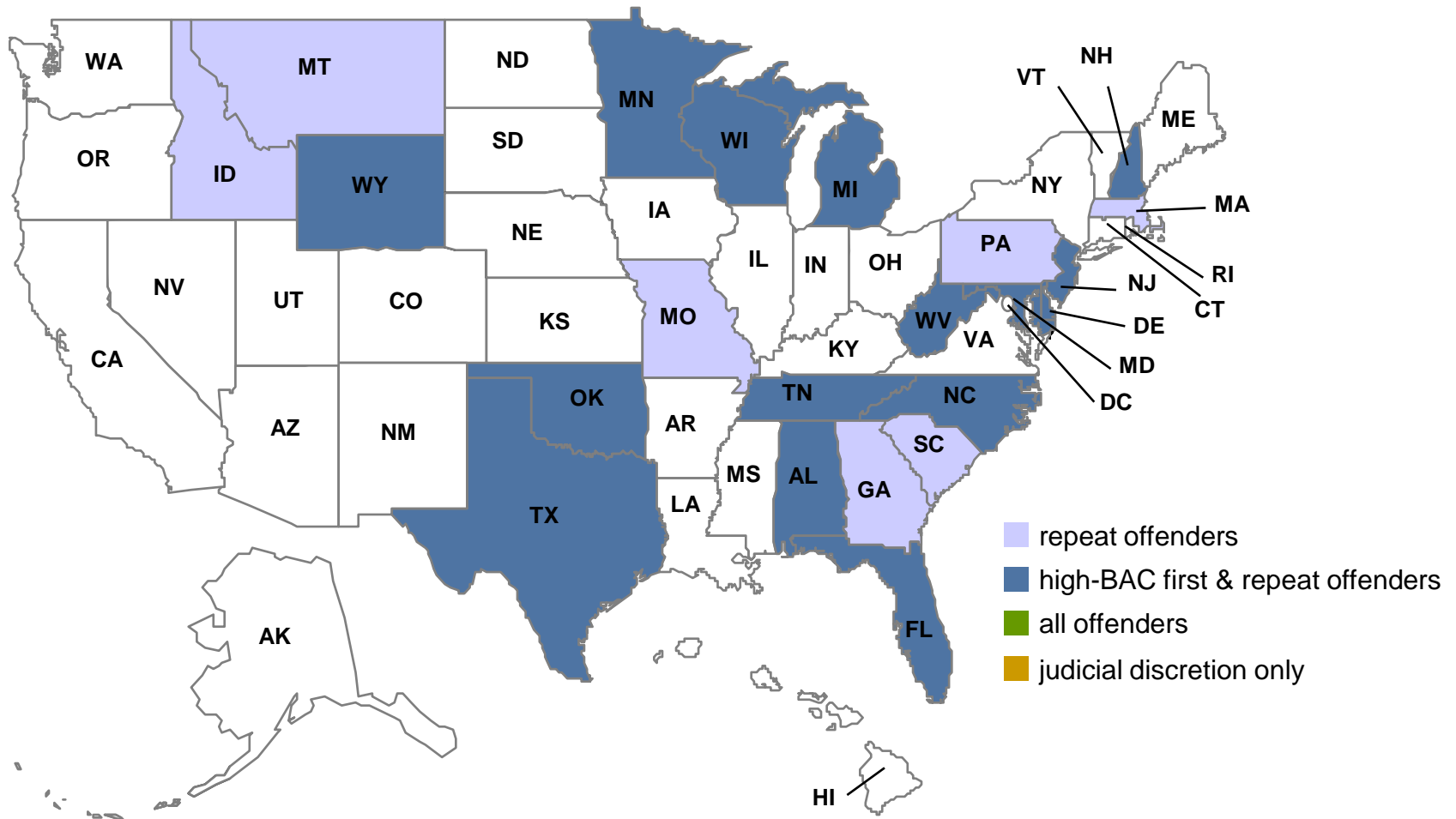
Laws mandating alcohol ignition interlock orders

June 2012



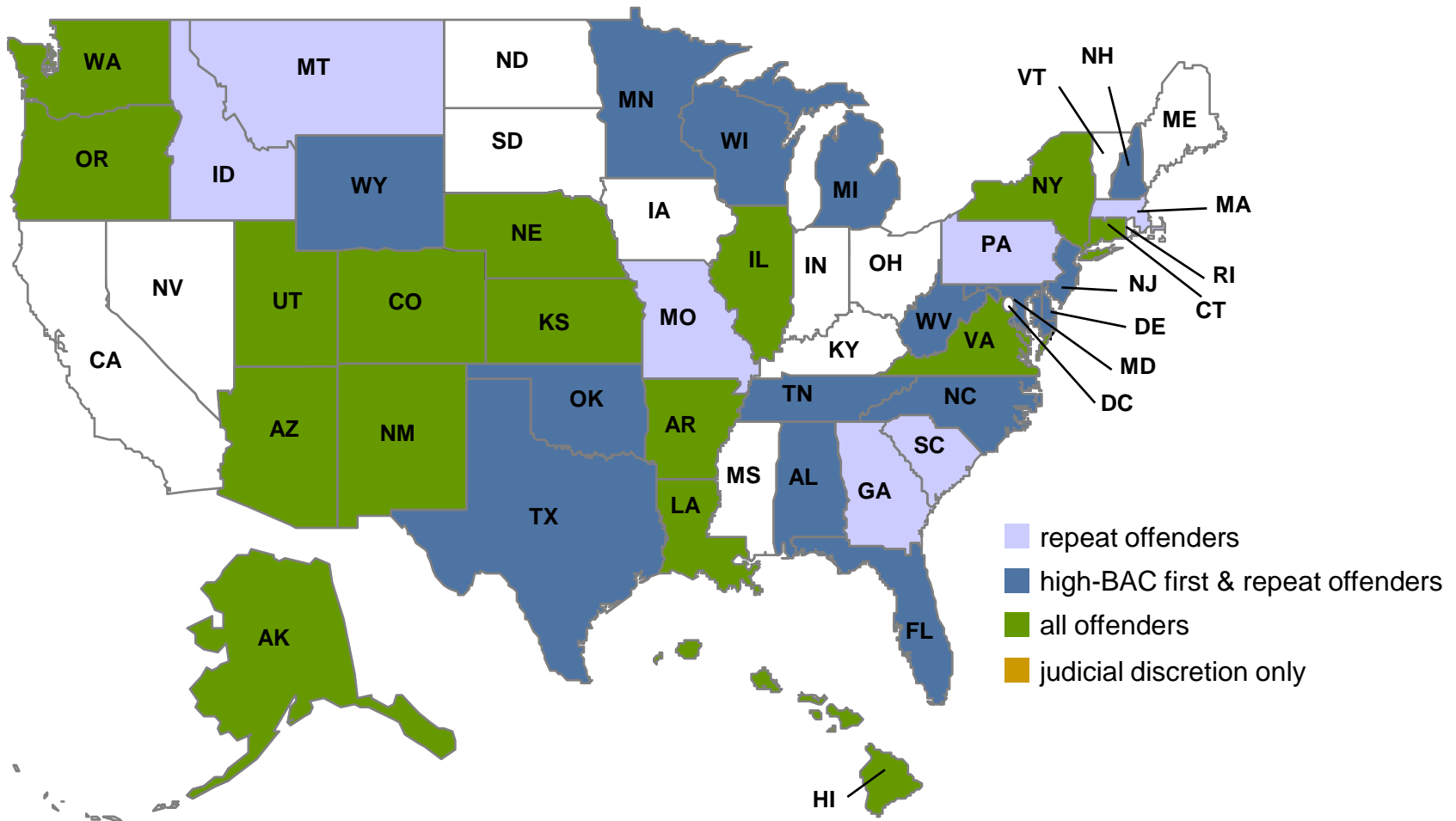
Laws mandating alcohol ignition interlock orders

June 2012



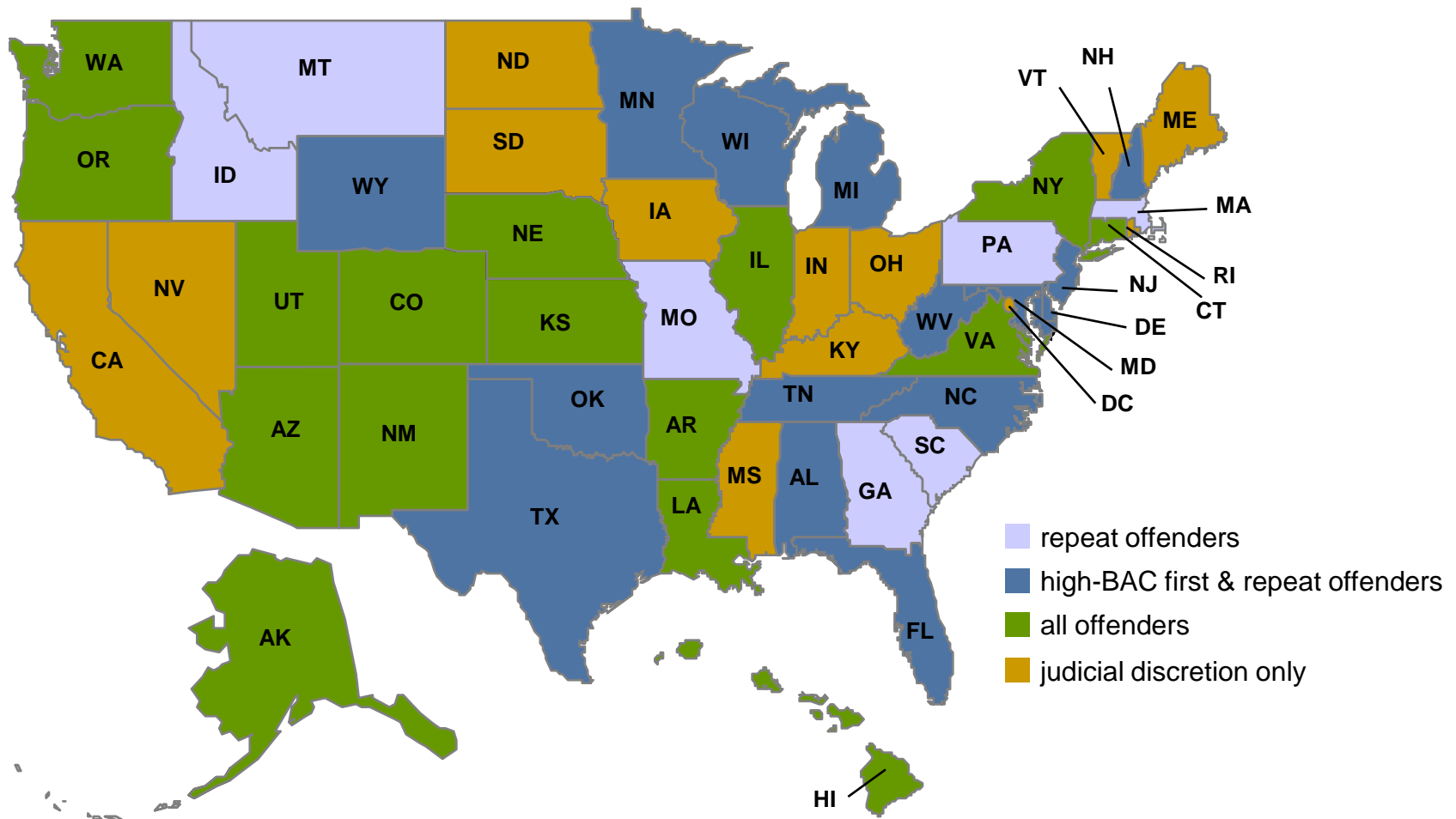
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June 2012



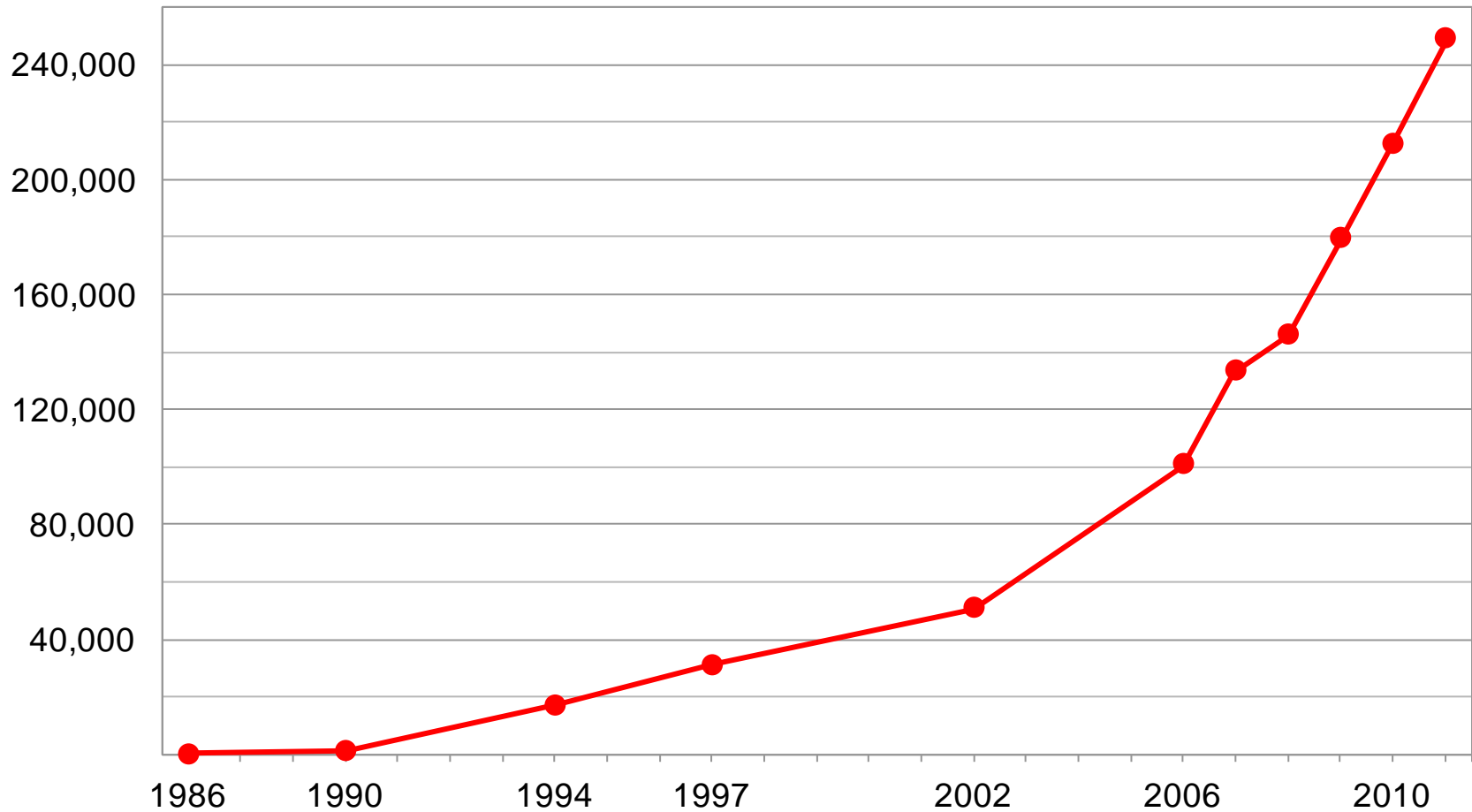
Laws mandating alcohol ignition interlock orders

June 2012



Installed interlocks in United States

1986-2011



The Los Angeles Times, January 31, 2012

Drunken drivers: Congress gets behind breath-test ignition devices

PR Newswire, January 31, 2012

MADD Supports Chairman Mica and Legislation to Reauthorize the Nation's Highway Safety Programs

FOXNEWS.com, February 3, 2012

Restaurant lobby seeks to put ignition interlock provision on ice

TampaBayOnline.com, February 4, 2012

The uncompromising campaign to end social drinking one law at a time

Studies of effects of interlocks on recidivism

- Most studies compared recidivism rates of offenders who installed interlocks vs. those who did not
 - Reductions in recidivism of 60-80 percent while interlocks installed
 - Reductions found for both repeat and first offenders
 - No lasting effects after interlocks removed
 - Difficult to adequately account for potential differences between offenders who elected to get interlocks and those who did not
- No prior study examined recidivism effects after law requiring interlock orders among all offenders affected by the law

March 6, 2012

STATUS REPORT

INSURANCE INSTITUTE
FOR HIGHWAY SAFETY

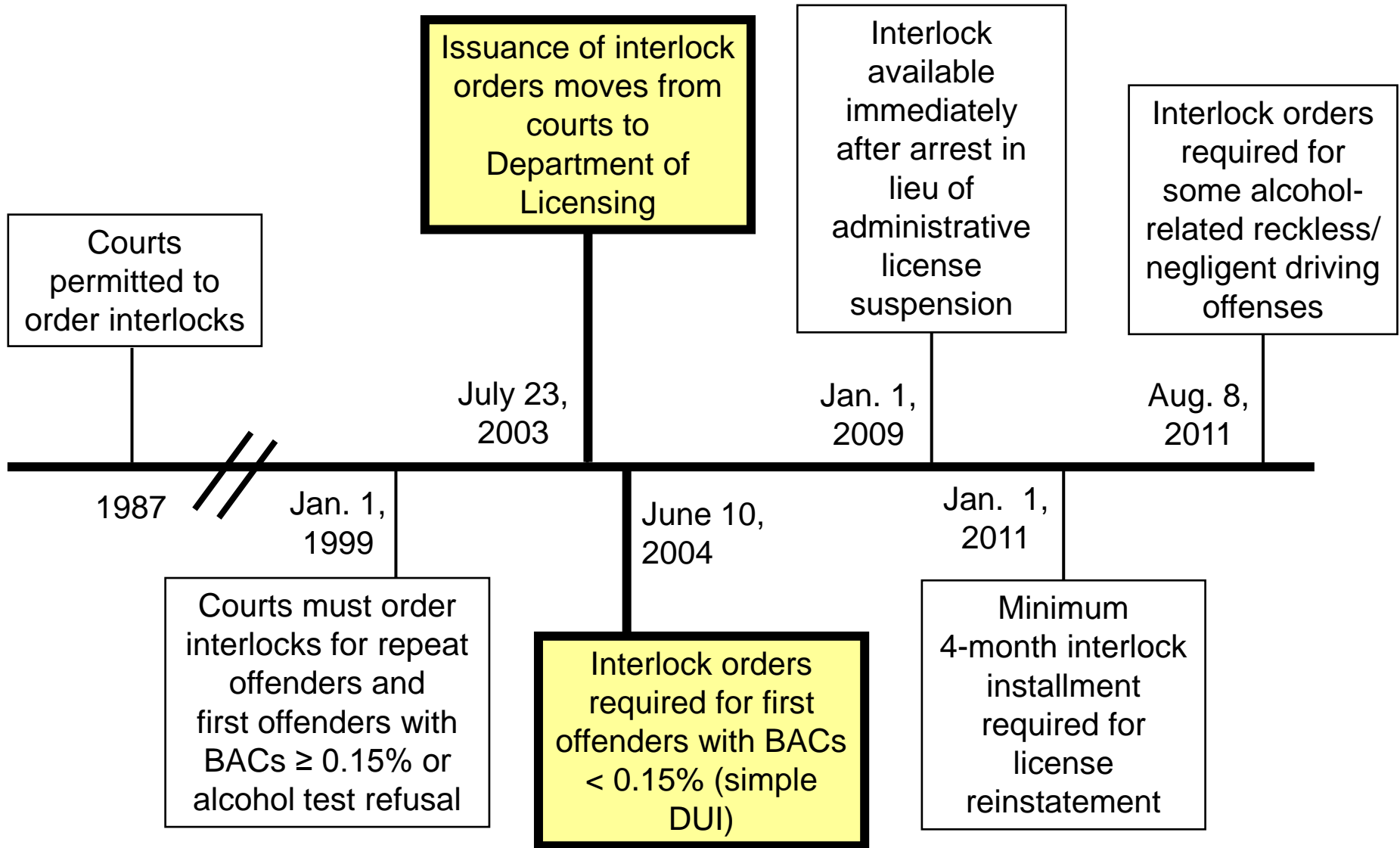
Vol. 47, No. 2, March 6, 2012

TO STEM THE TIDE

of alcohol-related crashes, no single remedy is likely to be enough. However, one tool that can help is the alcohol interlock, a device that many people with impaired driving convictions are required to install to prevent them from starting their vehicles if they have been drinking.

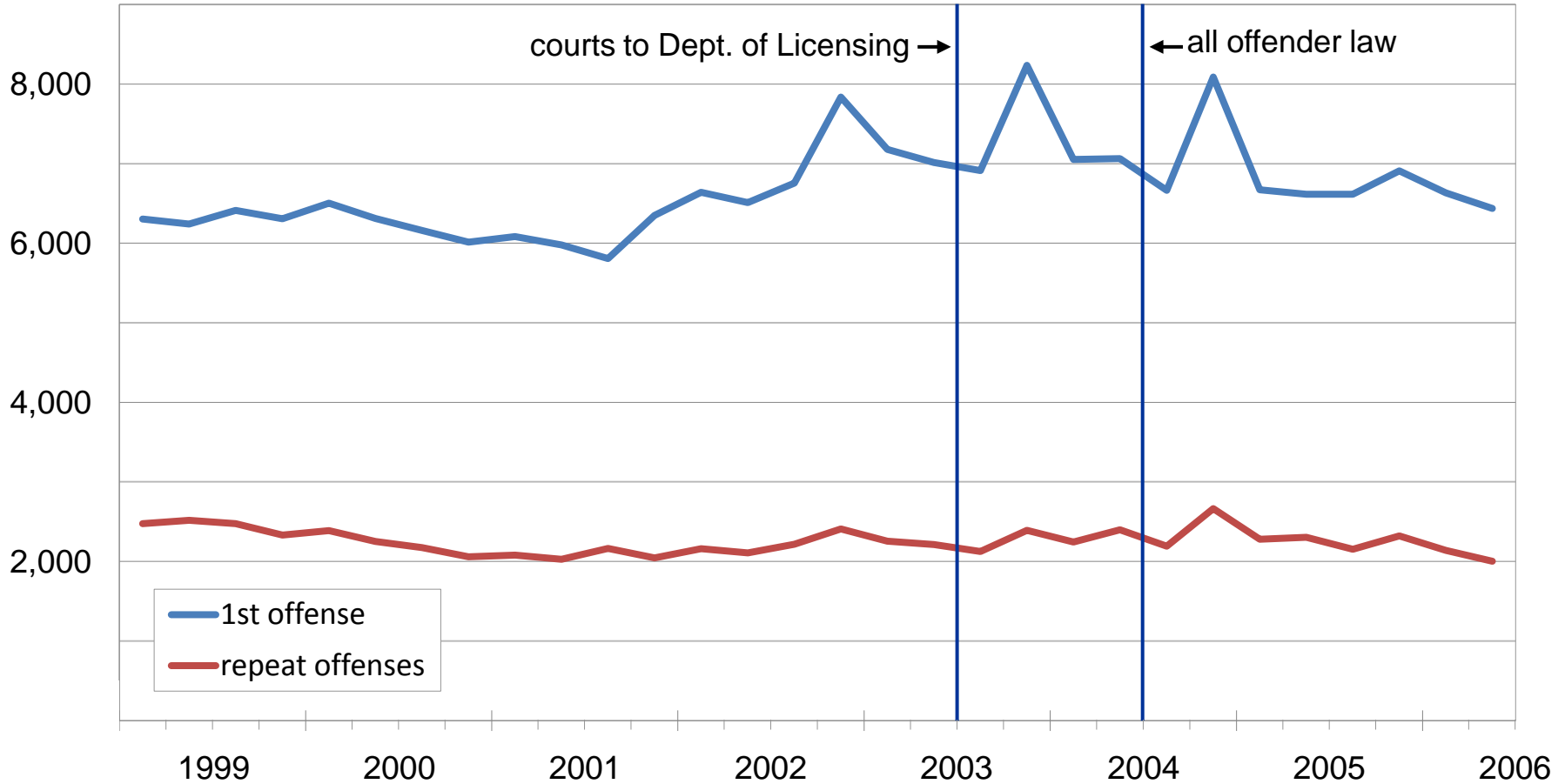
A new study from the Institute shows that requiring interlocks for everyone convicted of alcohol-impaired driving, not just repeat offenders and those

Timeline of Washington state interlock laws



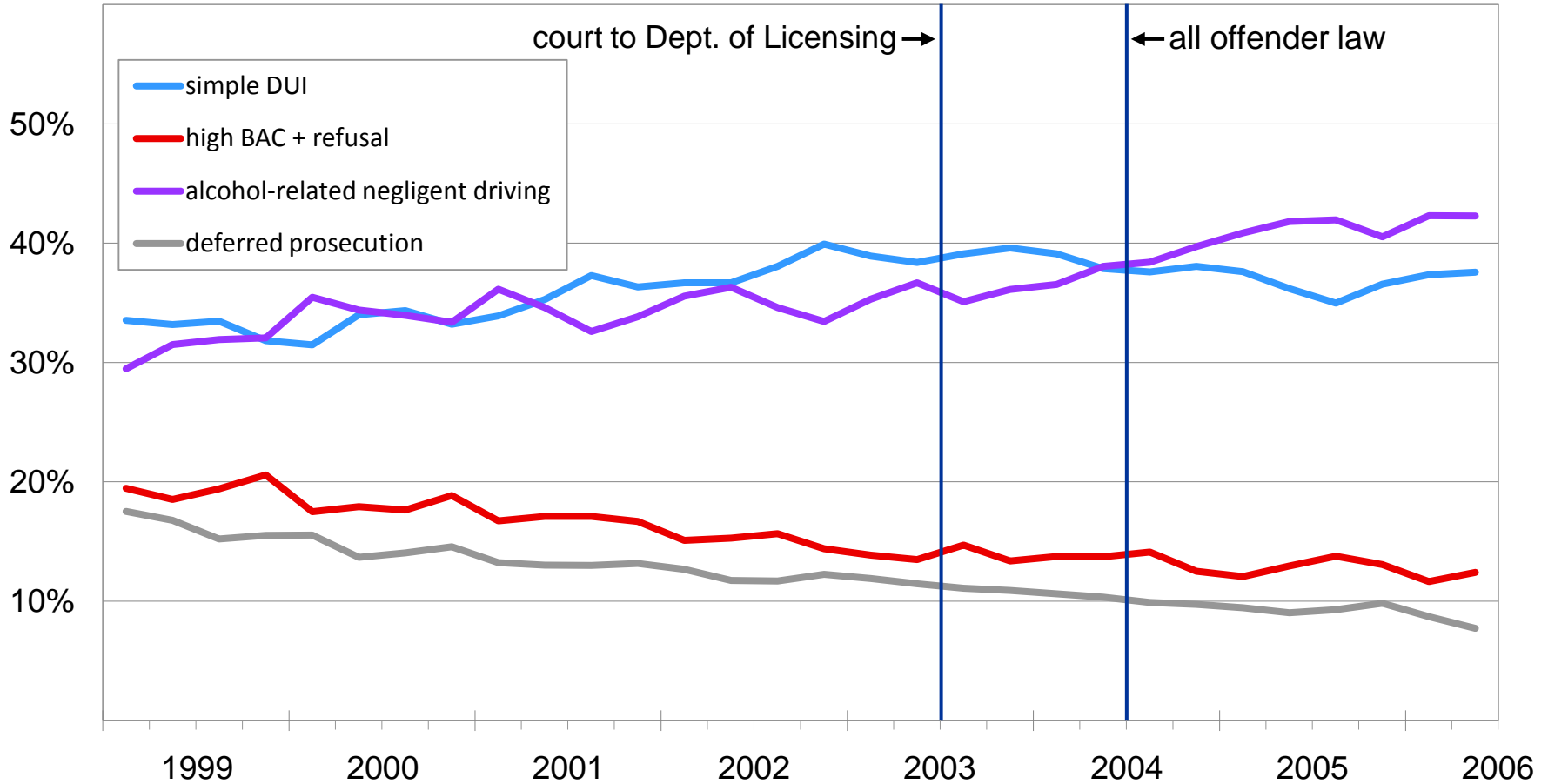
Counts of DUI convictions in Washington

By quarter of arrest, January 1999-June 2006



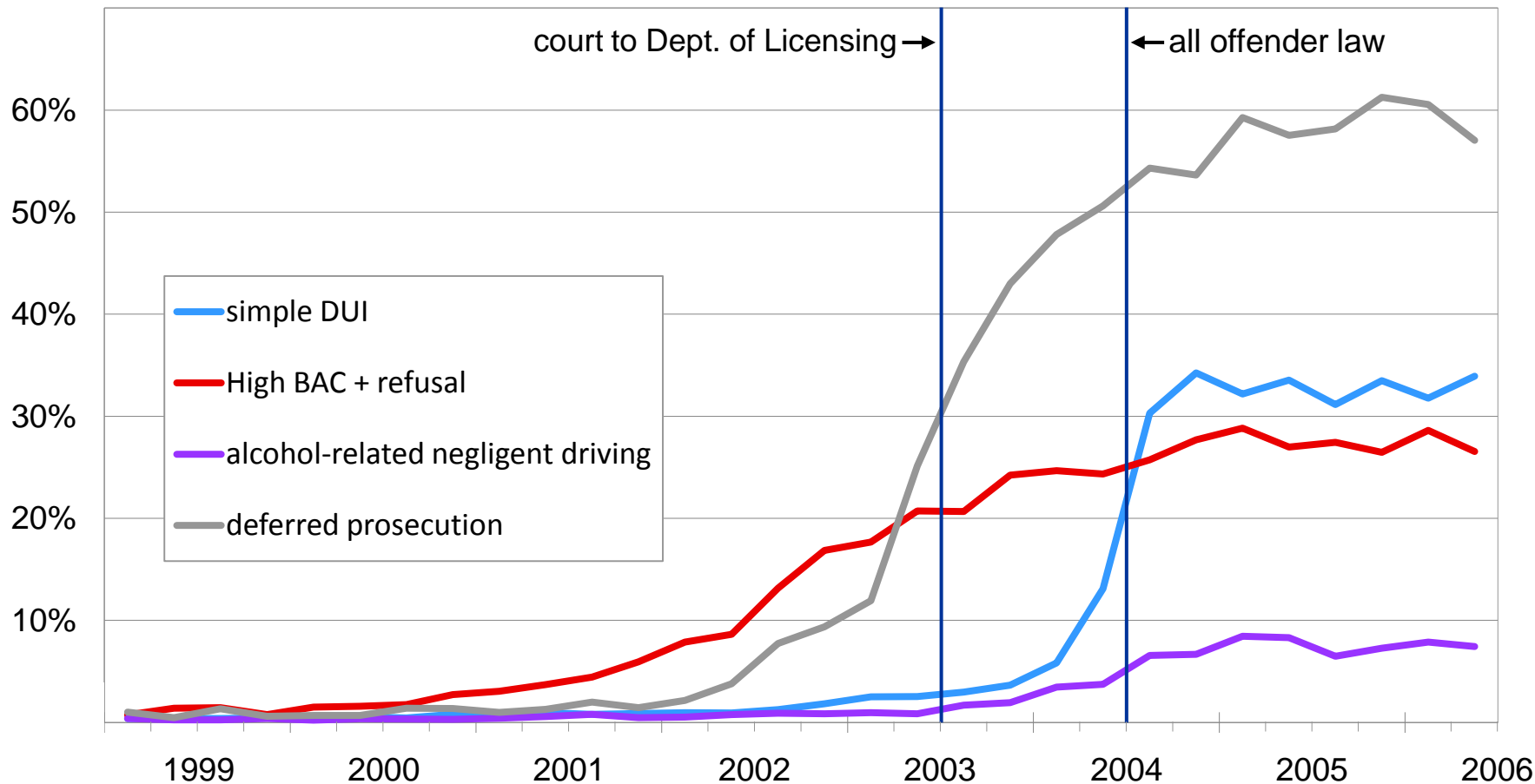
Distribution of 1st DUI convictions by type

By quarter of arrest, January 1999-June 2006



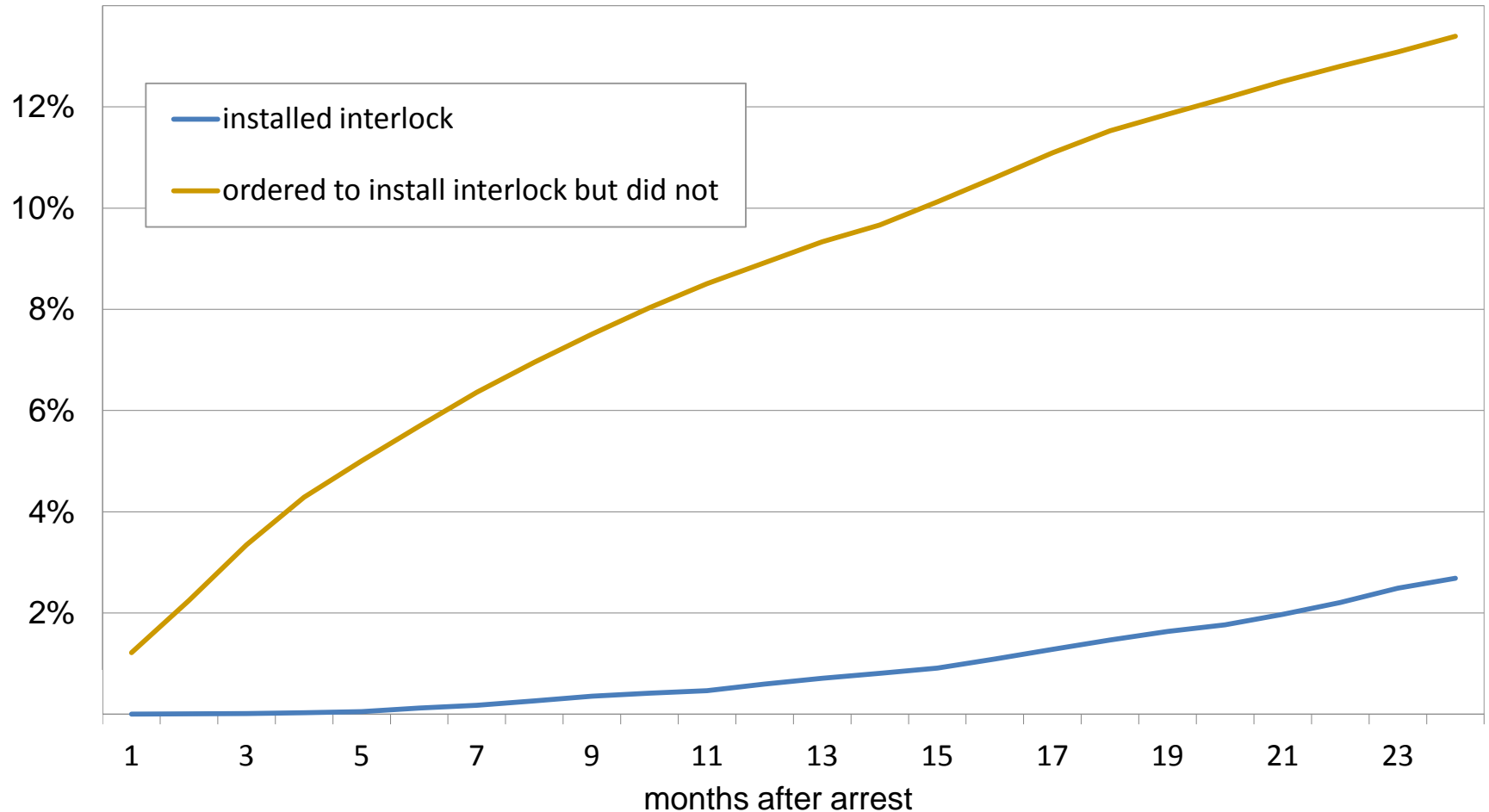
Percent of 1st DUI offenders who installed interlocks

By quarter of arrest and conviction type, January 1999-June 2006



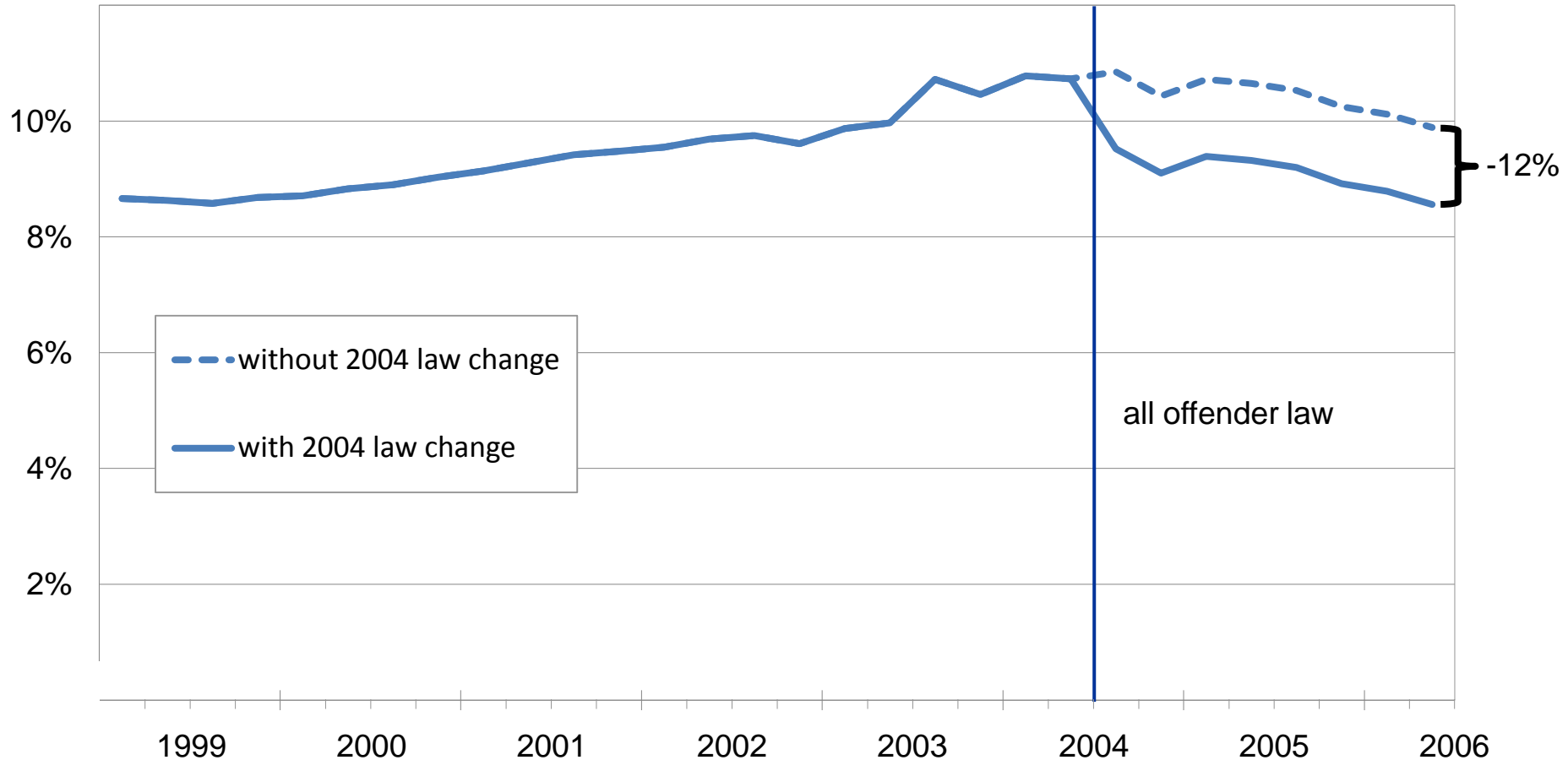
Cumulative percent of recidivism among 1st simple DUI offenders arrested after 2004 law change

By status of interlock



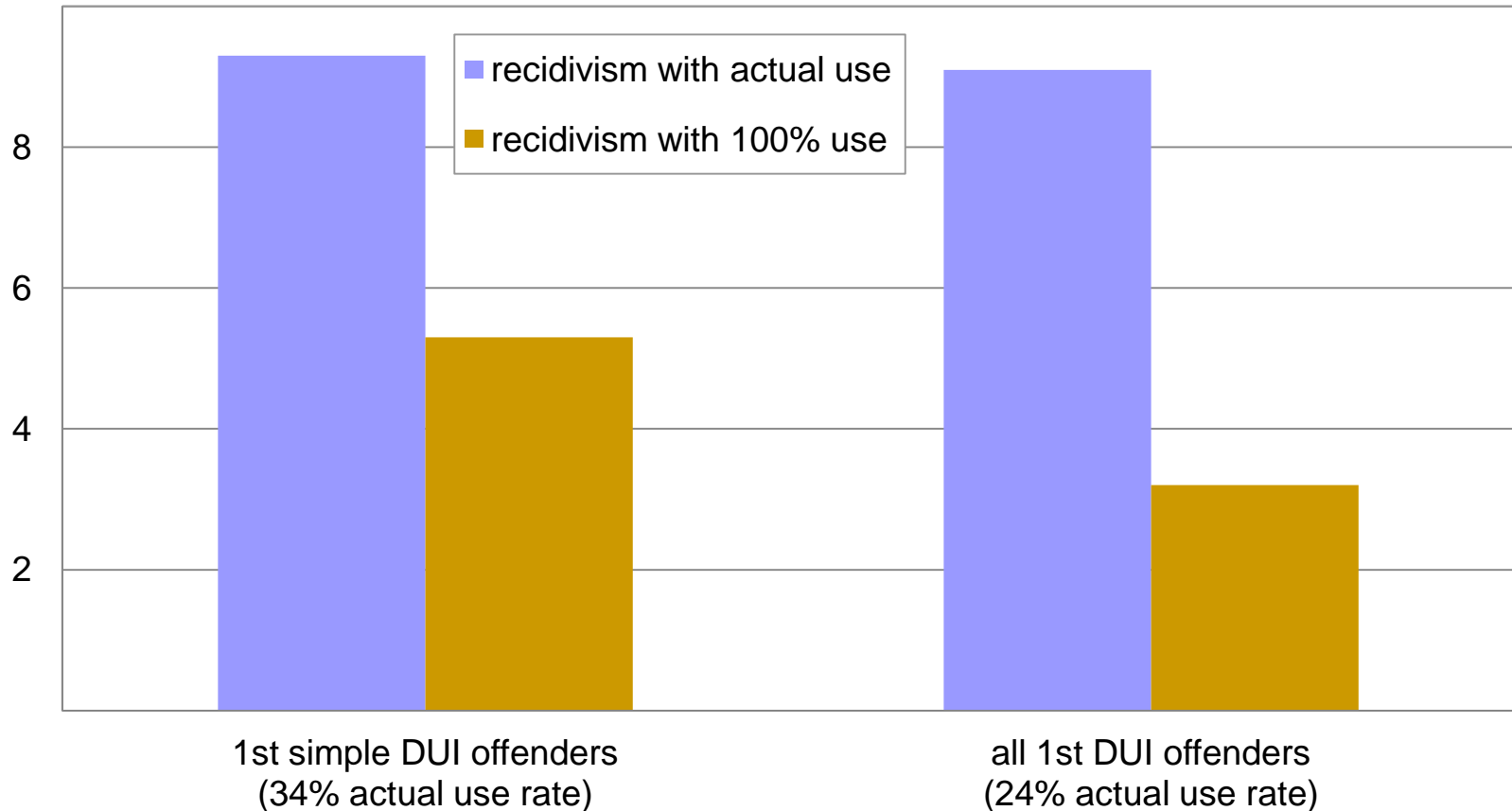
Predicted cumulative 2-year recidivism rate for 1st simple DUI convictions with & without 2004 law change

By quarter of arrest, January 1999-June 2006



Cumulative 2-year recidivism rate and projected rate with 100 percent interlock use

Arrests April-June 2006



Conclusions

- Extending interlock requirement to all first-time DUI convictions in Washington reduced recidivism by 12 percent among affected offenders, even with low interlock use rates
- Additional gains achievable with higher installation rates
- Law change was associated with non-significant 5 percent reduction in risk of single-vehicle nighttime crashes

Implications for states?

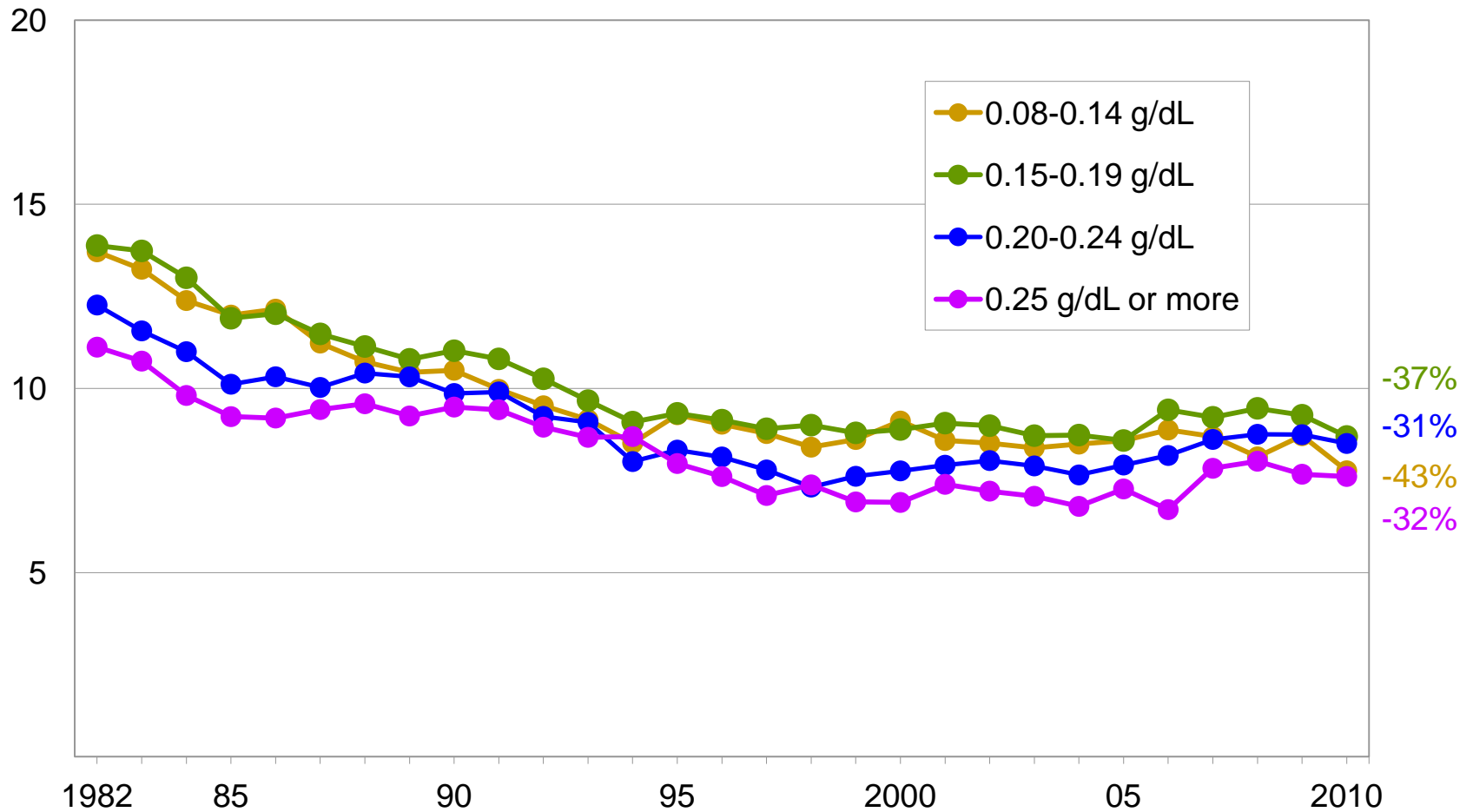
- Expand use of alcohol ignition interlocks by DUI offenders
 - Extend laws to all DUI convictions
 - Seek ways to increase interlock use rates
 - Reconsider loopholes in laws that allow reductions in DUI charges to traffic offenses without interlock requirements or other DUI penalties
- Publicize interlock laws to deter all drivers from driving impaired



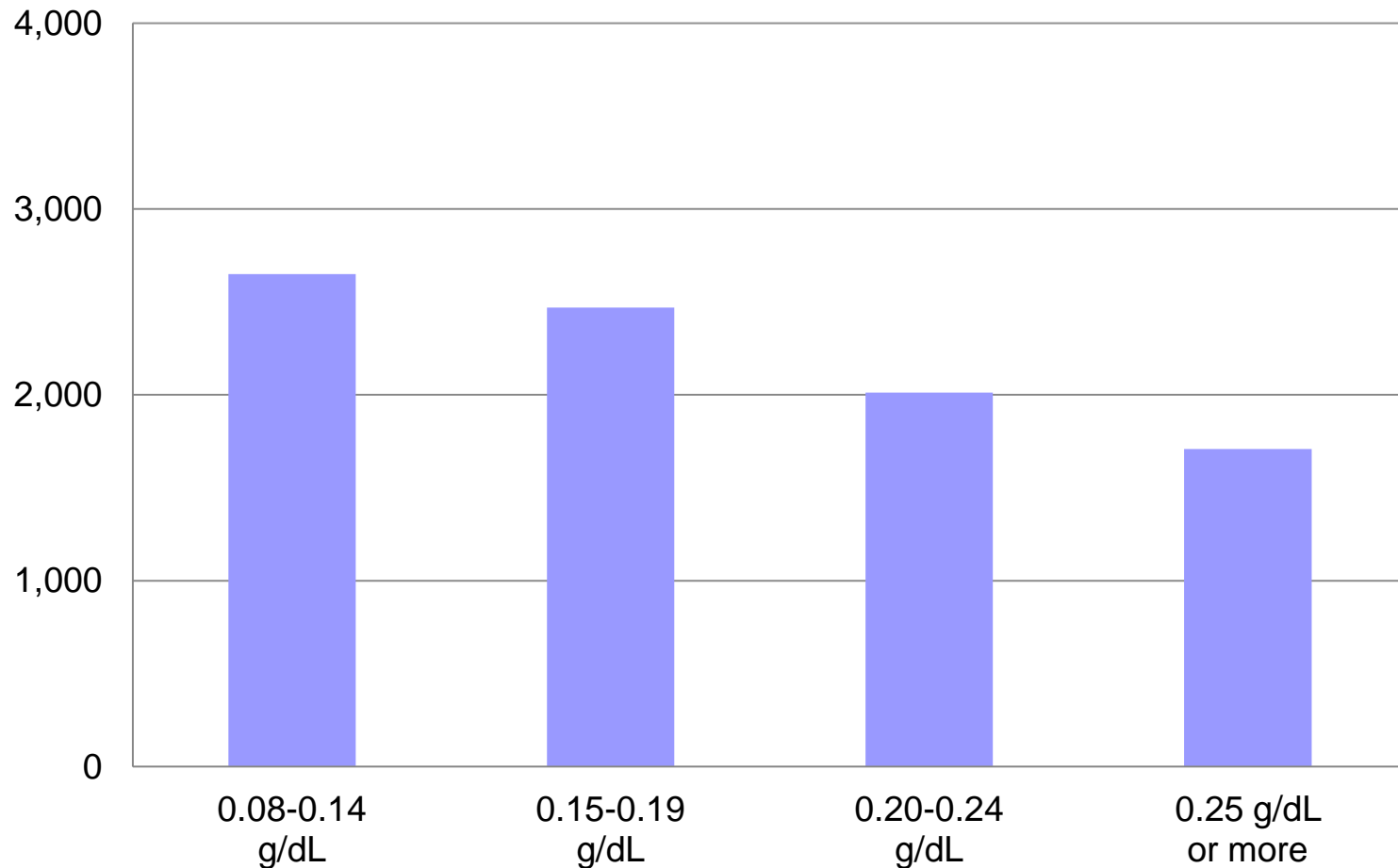
**Should we focus primarily on
“hardcore” DUI offenders?**

Percent of fatally injured passenger vehicle drivers by BACs

1982-2010



Deaths in 2010 involving passenger vehicle drivers with various BACs

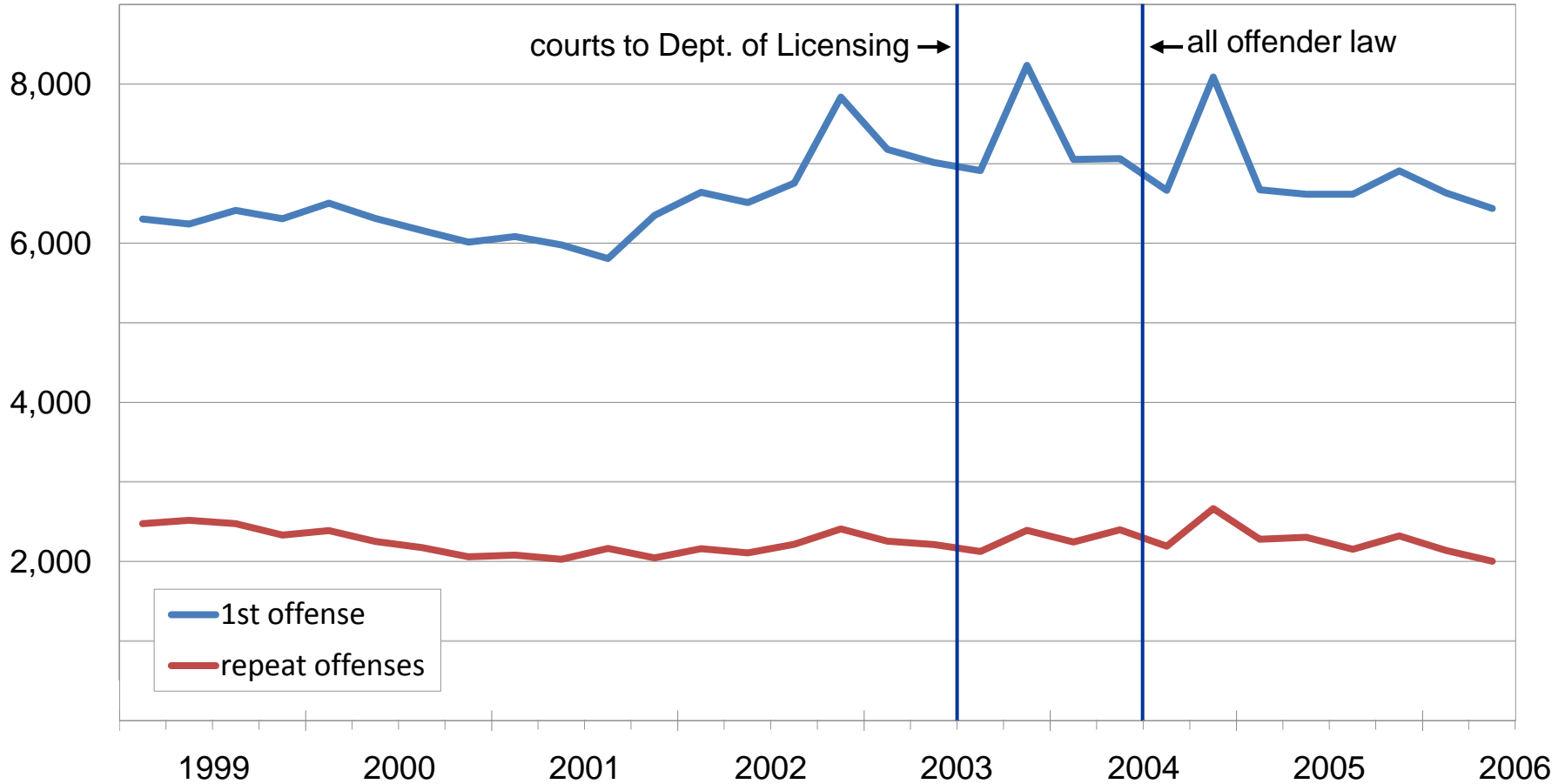


Deaths in 2010 involving passenger vehicle drivers with DUI convictions within 3 years

	deaths
drivers with zero prior DUI offense	31,725
drivers with 1 prior DUI offense	955
drivers with 2 or more prior DUI offenses	208

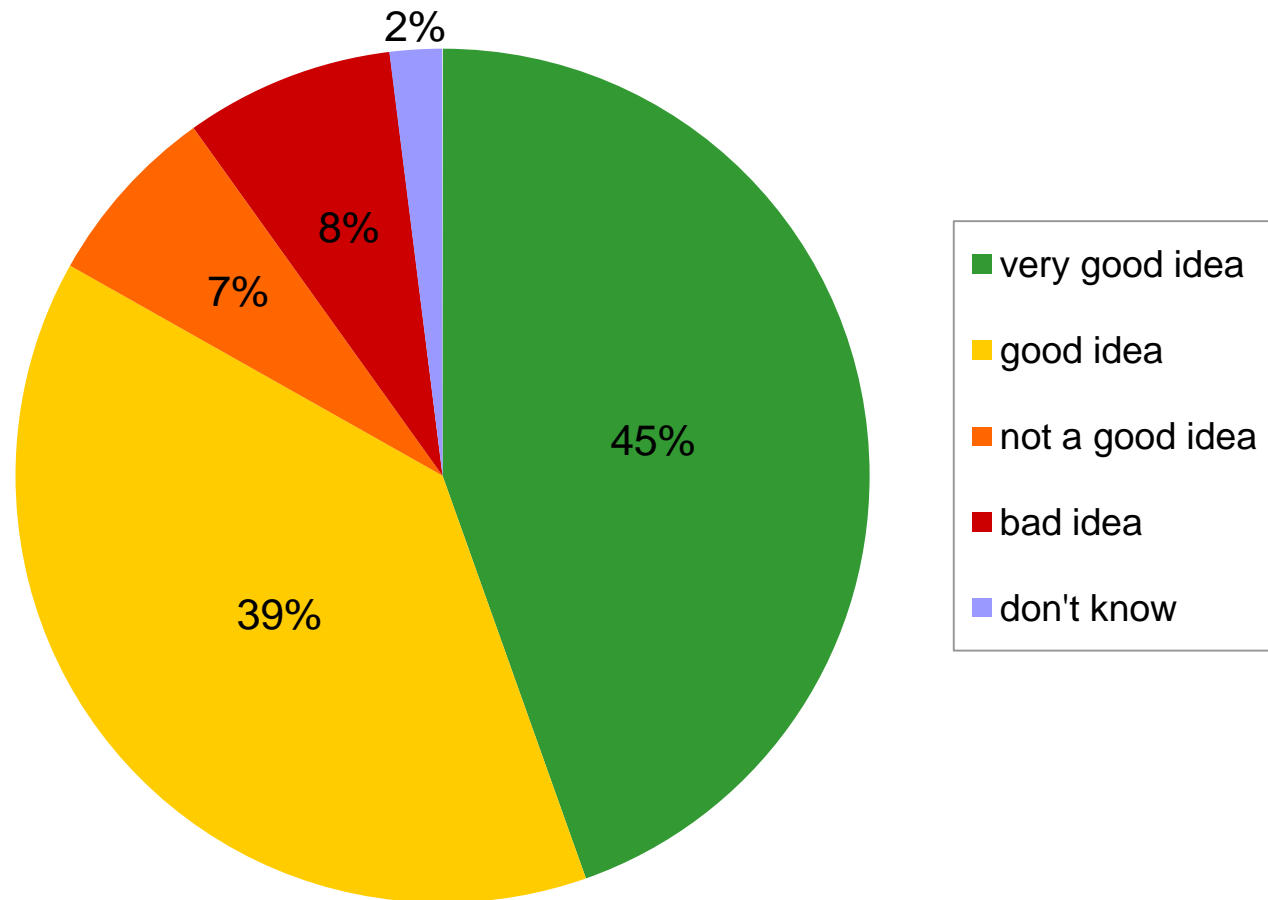
Counts of DUI convictions in Washington

By quarter of arrest, January 1999-June 2006



Attitudes toward requiring alcohol ignition interlocks for convicted DWI offenders

National telephone survey, 2009



Potential lives saved in 2010 if BACs of drivers limited to specific maximums

	BAC < 0.08 g/dl	zero BAC
drivers with multiple DUI convictions within 3 years	104	143
drivers with at least one prior DUI conviction within 3 years	552	785
all drivers	7,082	10,600

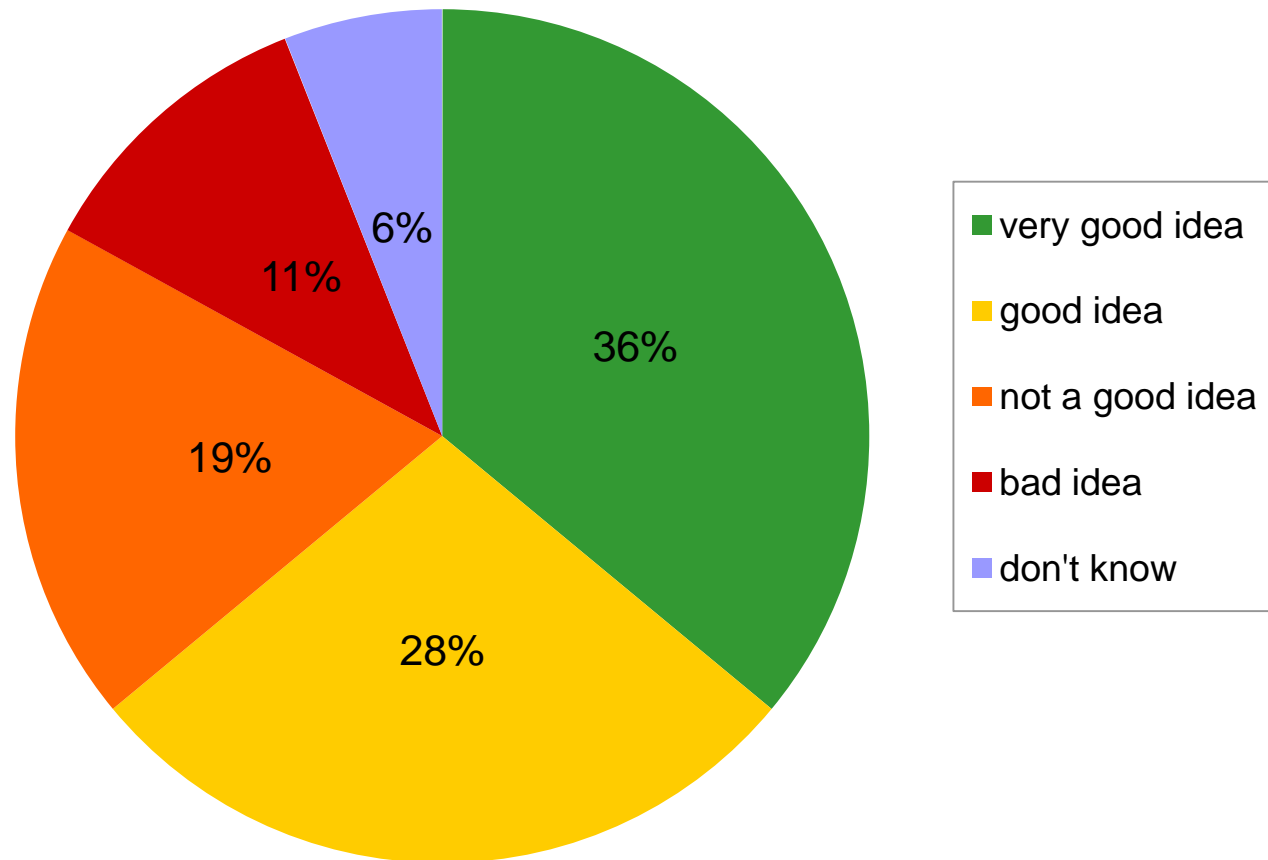
Driver Alcohol Detection System for Safety

- Partnership between federal government and automakers
- Phase two
 - Two technology developers selected to develop system to reliably determine driver's BAC in 1/3 second
 - System must be reliable and durable enough to install in test vehicle by end of two years
 - Gauge public response to specific technologies



Attitudes toward advanced alcohol test technology in all vehicles, if technology shown to be reliable

National telephone survey, 2009



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FATALITY FACTS 2010

Alcohol

The probability of a fatal crash rises significantly after 0.05 percent blood alcohol concentration (BAC) and even more rapidly after 0.08 percent.¹ Drivers with very high BACs (at or above 0.15 percent) have a very high risk of dying in a crash or getting severely injured.^{1, 2} All states have enacted a law defining impairment as driving with a BAC at or above 0.08 percent.

Progress has been made during the past 30 years to reduce the numbers and proportion of fatally injured drivers with BACs at or above 0.08 percent. Since 1982, there has been a 45 percent decline in the number of drivers killed in crashes who had BACs at or above 0.08 percent. There also has been a substantial decline among those with very high BACs (at or above 0.15 percent), who often are assumed to be "hard-core" drinking drivers. However, little progress has been made since the mid-1990s and alcohol-impaired driving is still a major problem. In 2005, Institute research estimated that 8,916 deaths would have been prevented if all drivers on the road had BACs below 0.08 percent.³ Applying the same methods yields an estimate of 7,082 preventable driver deaths if BACs were below 0.08 percent in 2010.⁴

Drivers younger than 21 are more vulnerable than older drivers to the impairing effects of alcohol. At the same BAC, young drivers are far more likely to get into a fatal or nonfatal crash.^{1, 2} The minimum drinking age is 21 throughout the United States. In addition, all states have "zero tolerance" laws that prohibit people younger than 21 from driving after drinking. Typically, these laws prohibit driving with a BAC of 0.02 percent or greater. In recent years, drivers younger than 21 killed in crashes are about half as likely as fatally injured drivers ages 21-30 to have a BAC of 0.08 percent or higher.

The information in this fact sheet is based on data from all 50 states and the District of Columbia with imputations for missing BACs provided by the U.S. Department of Transportation's multiple imputation model.⁵

The following facts are based on analysis of data from the U.S. Department of Transportation's Fatality Analysis Reporting System (FARS).

Data subsections:[Trends](#)[Age and gender](#)[When alcohol-impaired crashes occur](#)

Trends

The percentage of fatally injured drivers with BACs at or above 0.08 percent declined steadily from 49 percent in 1982 to 33 percent in 1994 (a 32 percent decline). About a third of fatally injured drivers have had BACs of 0.08 percent or above since 1994. Among drivers and pedestrians killed in crashes in 2010, drivers of large trucks had the lowest proportion of BACs at or above 0.08 percent (5 percent) and pedestrians ages 16 and older had the highest proportion (35 percent).

Topic archive:

2010

Related Fatality Facts:

[Select]

All Fatality Facts topics:

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DUI/DWI laws

June 2012

All 50 states and the District of Columbia have per se laws defining it as a crime to drive with a blood alcohol concentration (BAC) at or above a specified level, currently 0.08 percent (0.08 g alcohol per 100 ml blood).

License suspension or revocation traditionally follows conviction for alcohol-impaired driving. Licenses can also be taken before conviction, under a procedure called administrative license suspension, when a driver fails or refuses to take a chemical test. Because administrative license suspension occurs immediately, it has been found to be more effective than post-conviction sanctions. Administrative license suspension is allowed in 41 states and the District of Columbia.

In many states driving privileges can be restored during a suspension, but drivers usually must demonstrate special hardship, and the restored privileges often come with limitations. For example, a person could be allowed only to drive to work or could be required to install an ignition interlock.

Interlock devices analyze a driver's breath and disable the ignition if the driver has been drinking. All states have laws giving courts or departments of motor vehicles the discretion to order interlocks for DUI and DWI offenders. More than half of all U.S. states require DUI and DWI offenders to install interlocks on their vehicles in order to drive during a license suspension and/or require the devices for specified time periods before fully relicensing offenders. In 16 states and 4 California counties, such a restriction is applied to all offenders, including first-time offenders. An additional 15 states apply the restriction to offenders with high BACs (usually 0.15 percent or higher) and to repeat offenders, and 7 states apply the restriction only to repeat offenders.

Related information:

[Court decisions on sobriety checkpoints](#)

[Q&A: Alcohol — deterrence and enforcement](#)

[Q&A: Alcohol — administrative license suspension](#)

State	Administrative license suspension 1st offense?	Restore driving privileges during suspension?	Are ignition interlocks mandatory under state law for the following offenses?	
			First offenders	Repeat offenders
Alabama	90 days	no	high-BAC offenders only	yes
Alaska	90 days	after 30 days ¹	all offenders	yes
Arizona	90 days	after 30 days ¹	all offenders	yes
Arkansas	6 months	yes ¹	all offenders	yes
California	4 months	after 30 days ¹	all offenders (in 4 counties) ²	no
Colorado	3 months	yes ¹	all offenders	yes
Connecticut	90 days	yes ¹	all offenders (effective 12/01/12)	yes
Delaware	3 months	no	high-BAC offenders only	yes
District of Columbia	2-90 days	yes ¹	no	no
Florida	6 months	after 30 days ¹	high-BAC offenders only	yes
Georgia	1 year	yes ¹	no	yes ³
Hawaii	3 months	after 30 days ¹	all offenders	yes
Idaho	90 days	after 30 days ¹	no	yes
Illinois	6 months	after 30 days ¹	all offenders	yes



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Dedicated to reducing deaths, injuries,
and property damage on the highway

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