

JUNE 2014

National Highway
Traffic Safety
Administration

NHTSA's Impaired Driving Update

THEY'LL SEE YOU
BEFORE YOU SEE THEM.
DON'T DRINK & DRIVE.



Drunk Driving National Enforcement Crackdown

August 13 - September 1, 2014

Drunk driving is one of America's most often committed and deadliest crimes. In 2012, the latest year for national statistics, there were 10,322 fatalities on America's highways in which drunk drivers or motorcycle riders were involved.

In an effort to get drunk drivers off the road, raise public awareness about the dangers of drunk driving, and most importantly, to save lives on our roadways, the national drunk-driving enforcement crackdown "Drive Sober or Get Pulled Over" will be held from mid-August through Labor Day 2014.

Join thousands of law enforcement officers, State and local safety advocates, and NHTSA in this year's Labor Day Weekend Drunk Driving National Enforcement Crackdown. Research shows that high-visibility enforcement (HVE) can reduce drunk driving fatalities by as much as 20 percent. Get your Campaign materials now and maximize your participation in this year's HVE campaign. [Click here:](#)



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ANNOUNCEMENTS

The National Center for Statistics and Analysis (NCSA) has recently posted the following publications:

[The Economic and Societal Impact Of Motor Vehicle Crashes, 2010](#) (DOT HS 812 013): In 2010, there were 32,999 people killed, 3.9 million were injured, and 24 million vehicles damaged in motor vehicle crashes in the United States. The economic costs of these crashes totaled \$277 billion. Included in the \$277 billion are costs associated with lost productivity, medical, legal, court, emergency (EMS), insurance administration, congestion, property damage, and workplace losses. The \$277 billion cost of motor vehicle crashes represents the equivalent of nearly \$897 for each of the 308.7 million people living in the United States, and 1.9 percent of the \$14.96 trillion real U.S. Gross Domestic Product for 2010. In addition to economic impacts, injuries in motor vehicle crashes cause loss of life and decrease survivors' quality of life through pain, suffering, and disability. When these impacts are combined with economic impacts, the societal harm from motor vehicle crashes is estimated to be \$871 billion.

Press Release Link: [http://www.nhtsa.gov/About+NHTSA/Press+Releases/2014/NHTSA-study-shows-vehicle-crashes-have-\\$871-billion-impact-on-U.S.-economy,-society](http://www.nhtsa.gov/About+NHTSA/Press+Releases/2014/NHTSA-study-shows-vehicle-crashes-have-$871-billion-impact-on-U.S.-economy,-society)

[Traffic Safety Facts 2012 FARS/GES Annual Report](#) (DOT HS 812 032): In this annual report, "*Traffic Safety Facts 2012: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*", the National Highway Traffic Safety Administration (NHTSA) presents descriptive statistics about traffic crashes of all severities, from those that result in property damage to those that result in the loss of human life.

Crash*Stat: [Seat Belt Use in 2013—Use Rates in the States and Territories](#) (DOT HS 812 030): In 2013, seat belt use in the United States ranged from 68.7 percent in South Dakota to 98.2 percent in Oregon. These results are from probability-based observational surveys conducted by 50 States, the District of Columbia, and U.S. Territories. These surveys are conducted in accordance with criteria established by the National Highway Traffic Safety Administration to ensure reliable results. Compliance with the criteria is verified annually by NHTSA's National Center for Statistics and Analysis.

Crash*Stat: [Early Estimate of Motor Vehicle Traffic Fatalities in 2013](#) (DOT HS 812 024): A statistical projection of traffic fatalities shows that an estimated 32,850 people died in motor vehicle traffic crashes in 2013. This represents a decrease of about 2.1 percent as compared to the 33,561 fatalities that were reported to have occurred in 2012.

ANNOUNCEMENTS

Recent NHTSA Publications: Impaired Driving

[Screening for Risk and Needs Using the Impaired Driving Assessment](#) Under a cooperative agreement with NHTSA, the American Probation and Parole Association (APPA) prepared this report on their development of a screening tool, Impaired Driving Assessment (IDA) to identify a DWI offender's risk of engaging in future conduct of impaired driving, and to help determine the most effective community supervision that will reduce such risk.

[Ignition Interlocks - What You Need to Know: A Toolkit for Policymakers, Highway Safety Professionals, and Advocates \(2nd Edition\)](#) This toolkit is designed to provide basic information regarding ignition interlocks and considerations for program administrators and policy makers in designing an efficient program.

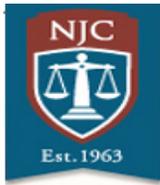
[Ignition Interlock: An Investigation Into Rural Arizona Judges' Perceptions](#)

This study sought to answer several questions regarding 2007 Arizona legislation requiring ignition interlock for all offenders convicted of Driving-Under-the-Influence (DUI), including first time DUI offenders. At the time the law was passed, Arizona was only one of two States [New Mexico being the other] to require ignition interlock for first time offenders.

[New Mexico's Comprehensive Impaired-Driving Program: A Case Study](#) In late 2004, NHTSA provided funds to the New Mexico Department of Transportation to demonstrate a process for implementing a comprehensive State impaired-driving system.

[Model Guideline for State Ignition Interlock Programs](#) Aimed at helping states develop and implement a breath alcohol ignition interlock program based on highly successful practices from the U.S. and around the world. The guideline emphasizes several key program features to maximize effectiveness, including legislation, education, program administration, and implementation.

ANNOUNCEMENTS



THE NATIONAL
JUDICIAL COLLEGE

2014

Ignition Interlocks: Status Update

Thursday, July 24, 2014

10:00 a.m. PT | 11:00 a.m. MT | 12:00 p.m. CT | 1:00 p.m. ET

Faculty: Erin Holmes, Traffic Injury Research Foundation

FREE Registration: <http://bit.ly/1fdZHpm>

Offentimes in impaired driving cases, a defendant will be required to install an ignition interlock system on their vehicle before they are allowed to drive again. Some states require the offender to install these devices after the first conviction; other states require interlocks to be installed after repeat offenses. There are a wide variety of ignition interlock systems, and they vary in terms of capabilities and analysis offered by each. This webcast will provide a brief overview the basics of ignition interlock technology, delve into the capabilities and limitations of the ignition interlock, discuss the current status of ignition interlock laws nationwide, and provide information on the newest technology updates.

For more information, please contact: Irene Q. Hart, Program Attorney ihart@judges.org [775-327-8245](tel:775-327-8245)



NHTSA and the Traffic Injury Research Foundation (TIRF) have published two additional modules of the *Alcohol Interlock Curriculum for Practitioners*.

Launched in 2009, the *Alcohol Interlock Curriculum for Practitioners* was developed to address the ongoing need to provide concise and comprehensive information about alcohol interlock programs.

The new models are on *Certification, Calibration and Field Testing* and *Jurisdictional Reciprocity*. The *Certification, Calibration and Field Testing* module provides examples and templates of preferred models, protocols, and approaches that are used to manage the certification, calibration, and field testing of alcohol ignition interlock devices. The *Jurisdictional Reciprocity* module describes strategies to enhance the effective management of offenders who are required to serve a period of interlock supervision by a jurisdiction where an impaired driving offense was committed but the offender resides in a different jurisdiction.

The courses are in an easy-to-follow Q&A format so that users can easily access the points of information most needed. To access the module, users must register to access the Instructor portion of the curriculum.

The curriculum can be found at <http://aic.tirf.ca/section1/index.php>.

JUDICIAL OUTREACH



As our effort to highlight judicial outreach continues, this month we spotlight the work of our new Judicial Outreach Liaison for Region 7, Honorable Judge Chaney Taylor, Jr.

Judge Taylor has served on the Independence County (Arkansas) District Court bench since 2005. He is a graduate of the University of Arkansas College of Pharmacy (B.S. degree), and of the University of Arkansas College of Law (J.D.). Prior to assuming the bench he had a law practice in Batesville, AR.

In 2009 Judge Taylor started the first DWI Court program in the state of Arkansas. His team has been active in outreach to the community and he has been a frequent speaker at judicial conferences, including New District Judge Orientation, and programs to educate the public about the DWI Court program.

He is a member of the Arkansas District Judges Council Board of Directors and Chair of that group's DWI Courts Committee. In 2014 he was chosen Secretary-Treasurer of the group. He also serves on the Arkansas Supreme Court Committee for Security and Emergency Preparedness.

Judge Taylor received the 2003 Hands of Empowerment Award from the Arkansas Office of Family Violence Prevention. In 2007 the District Judicial Council recognized him for his service on the Arkansas District Court Security Task Force.

For more information about the Judicial Outreach Program, please contact Linda Fisher-Lewis at Linda.fisherlewis@dot.gov



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www.youtube.com/user/usdotnhtsa

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