Together we are road safety

European Road Safety Charter

Call for Good Practices - to enter the selection for the:

Excellence in Road Safety Awards 2016

SECTION 1: INFORMATION ABOUT YOUR ORGANIZATION

	Please fill in here	Instructions
Name of the organization	Motorförarnas Helnykterhetsförbund (the Swedish Abstaining Motorists' Association)	
Type of organization	NGO	NGO, company, local authority, school etc.
Organization main activity	MHF:s object is to promote road safety, a society-oriented development of motorism and a healthy way of life, free from alcohol and drugs.	Activity field
Country	Sweden	Of the organization
Website	www.mhf.se	Organization website
Contact person	Lars Olov Sjöström	For the follow-up of the application
Contact person's position	Road Safety Manager	
Contact person's email address	lars.olov.sjostrom@mhf.se	
Contact person's phone	+468 555 765 73 +4670 697 00 22	
Partners in the initiative	the Swedish Coast Guard, the Swedish Police, Swedish Customs and the Swedish Transport Administration	

SECTION 2: DESCRIPTION OF THE INITIATIVE

	Please fill in here	Instructions
Date of start and end of the initiative	Development of fast-moving automated 'Alco Gates' for sobriety tests in Swedish ports. 2013-01-01 – 2013-12-31: Planning and Field trial in Gothenburg 2014-01-01 – 2014-12-31: Planning and Field trial in Stockholm 2015-02-01 – 2015-11-15 Continued operation in Stockholm	The initiative can be new or the continuity of already existing activities. It can have ended recently or be still in process
Departments /persons implicated internally	Lars Olov Sjöström, Road Safety Manager, MHF Sweden Tomas Jonsson, CEO MHF Test Lab, project Manager	In the case of persons, indicate their positions
Geographical scope of the activities	The activities have been implemented in pilot projects in the ports of Gothenburg and Stockholm	Indicate where the activities were implemented
Summary of the initiative	Ports have long been considered by the Swedish police, customs authorities and the coastguard as environments at high risk for drink driving. The Government figures suggest that the drink driving rate around ports is three times the national estimated proportion of drink drivers. The aim is to efficiently with a new technology stop all drunk drivers from the controlled port. In two trial periods, conducted in Gothenburg and Stockholm, a checkpoint consisting of a number of files were built by the MHF. A management centre, located in MHF Test Lab was in place in order to give remote support to drivers and to alert the police, the Customs or the Coast Guard when a drunk driver gets stopped in the automatic sobriety test and the barrier of the gate remains shut.	Describe the initiative indicating the subject, its aim and the main activities it involves. Max: 100 words

Innovative character	As well the measurement technology as its practical application are new innovations that enable fast and efficient sobriety tests in traffic. The innovation means that one man alone in a control center can carry out over 2000 sobriety tests on drivers in a day. The operator can monitor the entire control station with the help of cameras and sensors. The traffic management center can also secure evidence, eg, which person who has been driving a particular vehicle and delivered a breath sample into the breath analyzer. All vehicles from a ferry can be checked without generating queues.	If applies, describe to what extend the proposed initiative will lead to new approaches and practices Max: 100 words
Issues that are addressed with the initiative	Ports have long been considered by the Swedish police, customs authorities and the coastguard as environments at high risk for drink driving. In 2012, more than 3 million vehicles arrived in Swedish ports from across a maritime border. Government figures suggest that the drink driving rate around ports is three times the national estimated proportion of drink drivers. In police checks before the trial in Stockholm 0.91 percent of the controlled drivers were intoxicated over 0.2 ‰ in 2013. The percentage of alcohol-impaired drivers in the overall traffic in the same year (2013) was 0.2 percent.	Describe which issues were identified that lead to implement the activities Max: 100 words

ctivities evelopp d	In June 2010, an initial meeting with representatives for the MHF, the Swedish National Police Board, the Swedish Transport Administration, the Swedish Transport Agency, the Swedish Customs, and the Swedish Coast Guard was held. This meeting was based partly on an application that the MHF had handed in to the Swedish Transport Administration and its fund for road safety "Skyltfonden" as regards a project aiming at constructing and developing an Alco gate system that can be used as a screening instrument, and partly on a government bill concerning traffic sobriety inspections in ports (2009/10:171). The meeting discussed the possibility to introduce alco gates (automatic sobriety checkpoints) for voluntary use at campsites etc. or as an instrument for the police and other authorities. The MHF also presented a possible design of such a passage system. An important question discussed at the meeting was the legal conditions for the use of such equipment. The discussion resulted in the police unit at the Swedish National Police Board requesting an investigation of these issues from their legal department. In their memorandum, which came in April 2011, the legal department did not identify any legal obstacles for stopping vehicles and checking the sobriety of the drivers using this equipment. Then the MHF conducted the first project "Alco gates – a field trial with IR-based equipment for screening tests for alcohol in ports" in Gothenburg harbour during 17 weeks 2013 with the purpose of testing automatic sobriety checkpoints and evaluating an IR-based passage system for automatic sobriety checkpoints. The system, which is non-touch and used without a mouthpiece, is patented by Servotek AB, and works with the necessary speed and accuracy. A management centre, located 200 km away from Gothenburg, was in place in order to give remote support to drivers and to alert police in the case of drunk driving. The operating system of the automatic sobriety checkpoint can be divided into a local part and a central part. The local part runs, for instance, the positioning sensors, the alcohol measurement, the barrier, the traffic lights, the instructions, the surveillance cameras, and a data server for image management. The central part of the operating system is placed in the management centre, and runs the surveillance and manoeuvring of the facility as well as the alarm and communication systems. Among other things, it contains a communication system for communication with the drivers, different screens showing the exit, two servers for the documentation of the measurement of alcohol, a data server for image management for the purpose of collecting evidence, and data simulation for the help messages. The automatic sobriety checkpoint is programmed to give instructions in twelve different languages. During the year 2014 field trials was continued and moved to one of the ports of Stockholm. In this harbour a larger facility with six control files was built. The same management centre was used as in Gothenburg. For three months 12 469 drivers was checked, of which 87 (one of the 143 or 0.70%) was intoxicated over 0.2 ‰. During the year 2015, the control operations in Stockholm have been maintained in continued operation. The total number of drivers checked during the year 2015: 38266 Link to a short film from Stockholm harbour ("Frihamnen") about Alco Gates: https://www.youtube.com/watch?v=RYlCf2BBqFY	

Genesis	MHF is working under the motto "No one should die because of drunk driving." We believe that sobriety tests in traffic as an important part of the road safety work. Sobriety tests conducted by the police in traffic, however, tends to decrease every year. It means that many drunk drivers remain undetected and that the risk of alcohol-related road traffic accidents increases. Automatic sobriety tests (“Alco Gates”) can help the police to become more effective and to carry out more sobriety tests without requiring major personnel actions.	Reasons why you chose this initiative Max: 100 words
Transferability and multiplier effect	The entire operation with automatic sobriety tests is well documented, both in terms of technical equipment, communication systems, traffic management center, alarm functions and working methods. It is thus easy to introduce the system in other European countries in a large scale. Already, traffic authorities in Finland and Norway are considering the implementation of this concept in ports and in other traffic environments.	Describe to what extent the proposed initiative will allow the transfer, general spread, dissemination or application of the results, experience, knowledge and good practice on a large scale Max: 200 words
Promotion and dissemination	We are currently awaiting a new decision by the Swedish government regarding the permanent use and extension of controls with Alco Gates. Publications from the field trials with Alco Gates in Sweden: 1. MHF, Alkobommar. Fältförsök med IR-baserad utrustning för sållningsprov i hamnar 2. MHF, Rapport från FUD-uppdrag, projektet ”Funktionalitetskalibrering beträffande fältförsök alkobom”. TRV 2013/78591 3. MHF, Automatiska nykterhetskontroller i Sveriges hamnar. Resultatbilaga projekt TRV 2013/65389 4. MHF, Teknisk beskrivning samt konverteringsmanual för Automatisk Nykterhetskontroll. Bilaga till projekt TRV 2014/62278 5. ETSC, Case Study – Alco Gates in Sweden	Describe whereby the initiative will be publicised (publications, organised events, websites, CD-ROM, etc.). Max: 100 words
Continuity	We are available for authorities in Sweden and elsewhere in Europe regarding the implementation of Alco Gates and we hope that more countries will introduce this type of control systems.	Indicate if there is a plan to continue some activities in the coming years Max: 100 words

Evaluation of the activities	The evaluation from Gothenburg 2013 shows that the project was successful and that this type of new passage system can become a valuable complement to regular sobriety tests in traffic. The field trial shows that clear information on board the ferries about the sobriety check to come in the port and efficiently performed automatic checks of all drivers lead to a significantly reduced number of drivers driving under the influence of alcohol. The evaluation also shows that the automatic sobriety checkpoint did not have a negative effect on the traffic flow for the vehicles. During the field trial in Stockholm 2014, the proportion of drunk drivers during the field trials decreased gradually and went down to zero during the last weeks. The statistics confirm a successful prevention result. A survey among the drivers shows that 98 per cent of the respondents felt that it was fairly easy or very easy to use and pass the automatic sobriety check. The survey also indicates that the drivers' acceptance for this type of controls is very high. The cooperation between traffic management centre and the authorities (mainly the police and customs) worked well and resulted in significant timesavings. The time previously used to take breath sample could now be used for other policing. The continued operations in 2015 have been successful. The proportion of intoxicated drivers has declined further to 0.43%.	If relevant, describe the proposed evaluation method and the quality of the result indicators in relation to the expected objectives Max: 100 words
Other important aspect that you want to underline	Non-profit organizations (NGO's) can indeed make important contributions to road safety in Europe. If the European road safety objectives are to be realized it will require modern innovative solutions that can be applied in traffic.	Any information that could help the jury to chose your initiative Max: 100 words