

NTSB

National
Transportation
Safety Board

Effective Ignition Interlock Countermeasures to Fight DUIs

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Government and Industry Affairs
August 4, 2024



Making Transportation Safer

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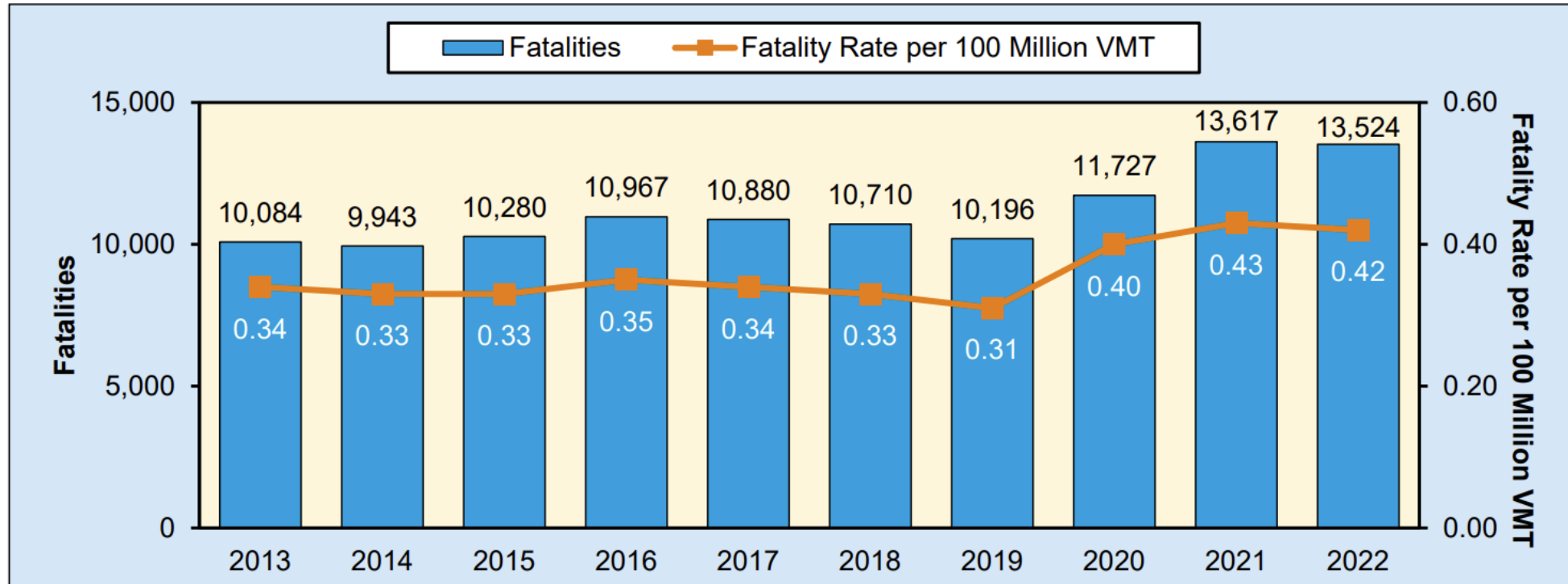
NTSB At A Glance

- Independent federal agency
- Investigate civil aviation accidents and surface transportation events
- Determine probable cause and issue safety recommendations
- No regulatory authority
- Five Board Members nominated by the President and confirmed by the Senate to serve 5-year terms
- A staff of more than 400 investigators, analysts, researchers, and others support the mission



Impaired Driving Fatalities

Figure 1. Traffic Fatalities and Fatality Rate per 100 Million VMT in Alcohol-Impaired-Driving Crashes, 2013–2022



Sources: FARS 2013–2021 Final File, 2022 Annual Report File (ARF); VMT – Federal Highway Administration (FHWA)

Notes: NHTSA estimates BACs when alcohol test results are unknown. The number of alcohol-impaired-driving fatalities in 2020 changed from 11,718 to 11,727 due to vehicle type classification revisions.

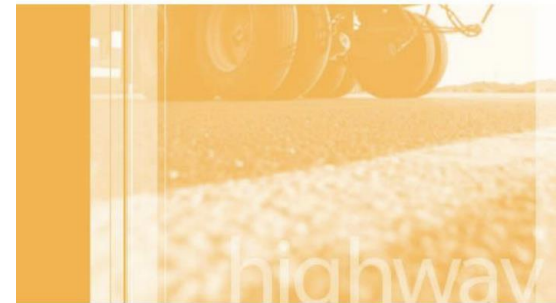
Ignition Interlocks

- A breath alcohol ignition interlock device (IID) is a device that can be installed on vehicles to prevent them from starting the vehicle if a certain amount of alcohol is detected in the driver's breath.
- 1969 – First interlock was developed
- 1986 - California was the first state to authorize an ignition interlock program
- 1992 - NHTSA released guidelines to ensure a reliable and fully functioning product
- 2005 - New Mexico became the first state to require IID for all convicted drunk drivers, including first-time offenders
- Since 2011, all 50 states have enacted laws requiring or authorizing the use of IID for certain drunk driving offenses

NTSB Ignition Interlock Safety Recommendations

- Ignition Interlocks for High BAC First-Offenders and Repeat Offenders (H-00-26)
- All Offender Ignition Interlock Law (H-12-045)
- Develop and disseminate best practices to increase IID compliance(H-13-02)
- Create incentives for states to adopt these best practices (H-13-03)
- Improve compliance with IID requirements (H-13-07)
- Require use of IID for license reinstatement in administrative license suspension law (H-13-09)
- Implement administrative license suspension law with requirement for IID usage before license reinstatement (H-13-10)

Reaching Zero: Actions to Eliminate
Alcohol-Impaired Driving



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Safety Report
NTSB/SR-13/01
PB2013-106566

Other IID Policies

- Immediate Provisionary Driver's License Upon IID Installation
- No Ability to Wait Out the IID Period
- IID Compliance-Based Removals
- Compliance Monitoring (Cameras/GPS/Modem)
- Affordability Programs

What Does the Data Say?

- IIDs reduce driving while impaired by 70% while they are installed on vehicles
- Laws requiring IIDs for repeat and high BAC offenders were associated with 20% fewer alcohol-impaired drivers in fatal crashes compared with no law
- Laws requiring IIDs for all impaired driving offenders reduce the number of drivers with BACs at or above .08 involved in fatal crashes by 26% compared with no law

However...

Usage remains low:

- 15% of those arrested for DWI/DUI
- 42% of those convicted

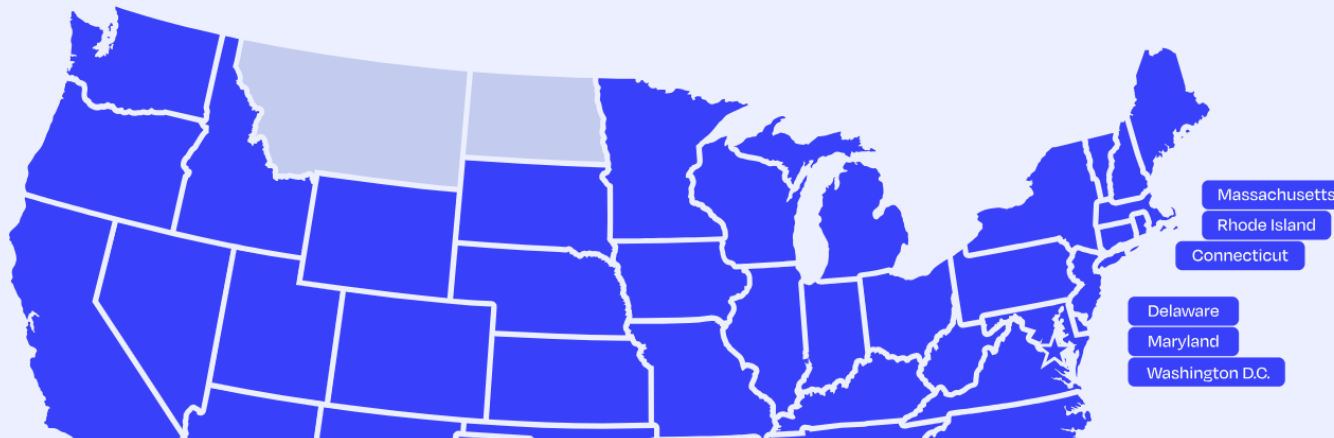
Usage increases when:

- IIDs are required for all offenders
- IIDS are required as a prerequisite for license reinstatement

What is in your state's IID policy?

Priority Policies by State

 POLICY IN PLACE  WITHOUT POLICY IN PLACE



47

STATES WITH POLICY

47 States have ignition interlock policy in place.

Click a state to learn more!

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Thank you!

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