



**Alcohol ignition interlocks
(alcolocks) for commercial
and professional use**



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Alcolock, a way to quality assure transports

Companies and organisations can use alcolocks to ensure that their vehicles are being driven by sober drivers. This involves foresight and systematic, step-by-step changes. It is also an element in a holistic way of thinking on the part of top management that requires patience and determination, and something that must be integrated into normal operations. In Sweden, the quality assurance of transports from an environmental and road safety perspective has been in progress since the beginning of the 1990's.

Through their use of alcolocks to counteract impaired driving, companies and organisations that procure or provide transports help improve road safety. They also bolster their company image, create a better working environment for employees as well as achieve better competitive advantages for their own operations.



Systematic procedure produces credibility

The process can be divided into a few simple steps:

- **Decision and support.** In order to create a sense of commitment and involvement, management decisions must be communicated so that they permeate the entire organisation, from the board room to the actual drivers.
- **Policy and objectives.** A straightforward policy with clear, realistic and quantifiable targets describing the direction and intention for the work ahead must be drawn up. The policy shall be communicated repeatedly to be made known within the entire organisation if it is to gain acceptance and stimulate a sense of involvement.
- **Action plan and measures.** The action plan describes how the policy is to be put into effect; e.g., time schedules, allocation of different 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 programmes in connection with the introduction of alcolocks, or stipulating the use of alcolocks in future transport procurements.
- **Monitoring.** This is a necessary part of a systematic work method that shows whether the intended effect has been achieved.



Alcohol, a common cause of fatal road accidents

In about 25 percent of the fatal accidents that occur in traffic¹ on European roads, alcohol impairment has been a contributory factor. People with alcohol problems are found in all social classes and professional categories, often without their families, friends, work colleagues or supervisors knowing about it. In those cases where there actually is an awareness, it is often difficult to know how to act or confront the problem. A strategy has been drawn up within the European Commission to decrease alcohol-related injuries as well as support countries that are working in different ways to tackle the problem of drink-driving².

Dialogue with union representatives

It is important to initiate an early dialogue between company management and the unions / union representatives concerning the prospective use of alcolocks as a quality assurance tool. Moreover, it is good if this dialogue is supported by a policy document and action plans formulated within the framework of a quality assurance programme. Contact between employers and the unions can be a legal requirement and regulated in contracts in some countries while this is not the case in others. Based on experience, it has been found that a dialogue/information at an early stage increases the chance of mutual understanding.

Using an alcolock as a quality assurance tool also improves the working environment in companies and organisations.

Using alcolocks creates safer, more reliable conditions for reaching destinations without an incident. This applies to both those out on the road as well as to those who procure or provide transport services.



1 Saving 20 000 lives on our roads. European Commission, ISBN 92-894-5893-3

2 EU strategy to support the work undertaken in the member states to reduce alcohol-related injuries. Brussels 24.10.2006, KOM (2006) 625



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