

HALT Drunk Driving Law: THE SOLUTION TO ENDING DRUNK DRIVING

Drunk driving deaths are up 22%: Since 2019, drunk driving deaths have skyrocketed by 22%, with more than 12,000 people killed and nearly 400,000 injured every year.

Congress Has Acted in a Bipartisan Way to Use Lifesaving Technology to Stop These Preventable Drunk Driving Deaths

- Since 2006, thousands of drunk driving victims and survivors have advocated for passenger vehicles to incorporate passive technology that prevents drunk driving before it occurs.
- In 2021, Congress passed the bipartisan Honoring the Abbas Family Legacy to Terminate (HALT) Drunk Driving Act (Section 24220 of PL 117-158) as part of the Infrastructure Investment and Jobs Act (IIJA).
- The law directs the National Highway Traffic Safety Administration (NHTSA) to create a rule, or federal motor vehicle safety standard (FMVSS), requiring all new passenger vehicles to have built-in technology to prevent drunk driving.
- Issuance of an FMVSS will be a game changer. Integrating passive anti-drunk driving technology into every new car will save 10,000+ lives each year, according to the Insurance Institute for Highway Safety.
- During U.S. Secretary of Transportation Sean Duffy's confirmation hearing, he committed to working with Congress to ensure that NHTSA has the resources it needs to ensure implementation of the HALT Drunk Driving Law is completed.

What is Anti-Drunk Driving Technology?

- The HALT Drunk Driving Law was not tied to a specific technology; Congress recognized the potential for multiple industry-developed solutions to compete for standardization.
 - Anti-drunk driving technology is NOT a breathalyzer or ignition interlock device. The technology is “passive,” which means it operates without driver engagement, seamlessly ensuring a normal driving experience — except for those attempting to drive drunk.
 - NHTSA has already begun implementation of the HALT Drunk Driving Law by issuing an Advance Notice of Proposed Rulemaking (ANPRM) in late 2023 and collected more than 18,000 submissions of input through public comment.
 - Technologies in development by auto suppliers include breath-based, touch-based, and monitoring eye movement for alcohol impairment, all of which would take action to prevent a crash if the driver is intoxicated. Our organizations do NOT have a preference regarding the type of technology.
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Driver Privacy Must Be Protected

- No matter which technology or technologies are ultimately selected, Congress, NHTSA, and stakeholders have all acknowledged the importance of safeguarding privacy and ensuring consumer acceptance.
- NHTSA has publicly acknowledged the need for privacy to be protected, and our organizations agree.
- The only purpose of the anti-drunk driving technology is to prevent deaths and injuries caused by drunk driving.
- Anti-drunk driving technology is a prevention feature to protect the public and not a tool for law enforcement or the government.
- Our organizations do NOT support a system that collects, stores, or sells driver data.

The Auto Industry Has the Solution

- Congress has funded a cooperative agreement between NHTSA and the auto industry for 16 years to develop anti-drunk driving technology. The Driver Alcohol Detection System for Safety (DADSS) is one example which is nearing readiness for deployment.
- General Motors CEO Mary Barra confirmed that the auto industry is working on anti-drunk driving technology: “We’ve been working with regulators on that... that’s technology that’s coming that I think is going to be good for everyone,” she said on December 13, 2023, at an event hosted by the Economic Club of Washington, D.C.