



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Robert Bentley
Governor of Alabama
State Capitol
600 Dexter Avenue
Montgomery, AL 36130-2751

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Alabama—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deboarah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-00-26 (Reclassification)

The Honorable Sean Parnell
Governor of Alaska
State Capitol
PO Box 110001
Juneau, AK 99811-0001

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H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

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Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

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In addition, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

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90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

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By: Deboarah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

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H-12-34, -35, and -36 (Reiteration)
H-00-26 (Reclassification)

The Honorable Neil Abercrombie
Governor of Hawaii
Executive Chambers
State Capitol
Honolulu, HI 96813-2425

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In addition, the NTSB reiterated the three recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

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Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

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By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

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H-00-26 (Reclassification)

The Honorable C. L. "Butch" Otter
Governor of Idaho
State Capitol
PO Box 83720
Boise, ID 83720-0003

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H-00-26 (Reclassification)

The Honorable Pat Quinn
Governor of Illinois
State House
Room 207
Springfield, IL 62706-9998

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The Honorable Mike Pence
Governor of Indiana
State House
Room 206
Indianapolis, IN 46204-2797

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The Honorable Terry Branstad
Governor of Iowa
State Capitol
1007 East Grand Avenue
Des Moines, IA 50319-0001

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H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, and -36 (Reiteration)
H-00-26 (Reclassification)

The Honorable Sam Brownback
Governor of Kansas
241S State Capitol
300 SW 10th Avenue
Topeka, KS 66612-1590

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Kansas—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the three recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, and -36 (Reiteration)
H-00-26 (Reclassification)

The Honorable Bobby Jindal
Governor of Louisiana
PO Box 94004
Baton Rouge, LA 70804-9004

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Louisiana—as well as the Commonwealth of Puerto Rico and the District of Columbia:

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the three recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide

action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09

H-12-45 (Reiteration)

H-00-26 (Reclassification)

The Honorable Paul LePage
Governor of Maine
1 State House Station
Augusta, ME 04333-0001

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Maine—as well as the Commonwealth of Puerto Rico and the District of Columbia:

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the recommendation listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating this relatively recent recommendation because it is a key element in the effort to eliminate impaired driving.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that

includes elements such as those suggested in the National Transportation Safety Board's model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Martin O'Malley
Governor of Maryland
100 State Circle
Annapolis, MD 21401-1925

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Maryland—as well as the Commonwealth of Puerto Rico and the District of Columbia:

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

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In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide

action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Deval Patrick
Governor of Massachusetts
State House
Room 280
Boston, MA 02133-1002

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Massachusetts—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, and -36 (Reiteration)
H-00-26 (Reclassification)

The Honorable Janice K. Brewer
Governor of Arizona
State Capitol
1700 West Washington Street
Phoenix, AZ 85007-2812

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

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In this report, the NTSB issued five new recommendations to the states—including Arizona—as well as the Commonwealth of Puerto Rico and the District of Columbia:

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H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the three recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Mark Dayton
Governor of Minnesota
130 State Capitol
75 Martin Luther King, Jr., Boulevard
St. Paul, MN 55155-1601

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Minnesota—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Phil Bryant
Governor of Mississippi
PO Box 139
Jackson, MS 39205-0139

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Mississippi—as well as the Commonwealth of Puerto Rico and the District of Columbia:

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide

action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, and -36 (Reiteration)
H-00-26 (Reclassification)

The Honorable Jay Nixon
Governor of Missouri
PO Box 720
Jefferson City, MO 65102-0720

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Missouri—as well as the Commonwealth of Puerto Rico and the District of Columbia:

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the three recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide

action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-00-26 (Reclassification)

The Honorable Dave Heineman
Governor of Nebraska
PO Box 94848
Lincoln, NE 68509-4848

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Nebraska—as well as the Commonwealth of Puerto Rico and the District of Columbia:

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within

90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Brian Sandoval
Governor of Nevada
State Capitol
101 North Carson Street
Carson City, NV 89701-5336

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Nevada—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Maggie Hassan
Governor of New Hampshire
State House
107 North Main Street
Concord, NH 03301-4951

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including New Hampshire—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-00-26 (Reclassification)

The Honorable Susana Martinez
Governor of New Mexico
State Capitol
Room 400
Santa Fe, NM 87501-2704

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including New Mexico—as well as the Commonwealth of Puerto Rico and the District of Columbia:

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within

90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, and -36 (Reiteration)
H-00-26 (Reclassification)

The Honorable Andrew M. Cuomo
Governor of New York
State Capitol
Albany, NY 12224-0343

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including New York—as well as the Commonwealth of Puerto Rico and the District of Columbia:

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the three recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide

action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Patrick McCrory
Governor of North Carolina
20301 Mail Service Center
Raleigh, NC 27699-0301

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including North Carolina—as well as the Commonwealth of Puerto Rico and the District of Columbia:

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide

action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Jack Dalrymple
Governor of North Dakota
State Capitol
600 East Boulevard Avenue
Bismarck, ND 58505-0001

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including North Dakota—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

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Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

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[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, and -36 (Reiteration)
H-00-26 (Reclassification)

The Honorable Mike Beebe
Governor of Arkansas
State Capitol
Room 250
Little Rock, AR 72201-3405

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

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H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

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Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

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H-13-08

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In addition, the NTSB reiterated the three recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

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[Original Signed]

By: Deboarah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable John R. Kasich
Governor of Ohio
Riffe Center, 30th Floor
77 South High Street
Columbus, OH 43215-6117

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

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In this report, the NTSB issued five new recommendations to the states—including Ohio—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

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H-12-35

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H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

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Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Mary Fallin
Governor of Oklahoma
212 State Capitol
2300 North Lincoln Boulevard
Oklahoma City, OK 73105-4801

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

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In this report, the NTSB issued five new recommendations to the states—including Oklahoma—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, and -36 (Reiteration)
H-00-26 (Reclassification)

The Honorable John Kitzhaber
Governor of Oregon
160 State Capitol
900 Court Street North
Salem, OR 97301-4047

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Oregon—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the three recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Rick Perry
Governor of Texas
PO Box 12428
Austin, TX 78711-2428

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Texas—as well as the Commonwealth of Puerto Rico and the District of Columbia:

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide

action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, and -36 (Reiteration)
H-00-26 (Reclassification)

The Honorable Gary R. Herbert
Governor of Utah
350 North State Street, Suite 200
PO Box 142220
Salt Lake City, UT 84114-2220

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Utah—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the three recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Peter Shumlin
Governor of Vermont
Pavilion Building
109 State Street
Montpelier, VT 05609-0101

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Vermont—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

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H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

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Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, and -36 (Reiteration)
H-00-26 (Reclassification)

The Honorable Bob McDonnell
Governor of Virginia
Patrick Henry Building, Third Floor
1111 East Broad Street
Richmond, VA 23219

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Virginia—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the three recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, and -36 (Reiteration)
H-00-26 (Reclassification)

The Honorable Jay Inslee
Governor of Washington
Office of the Governor
PO Box 40002
Olympia, WA 95804-0002

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

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In this report, the NTSB issued five new recommendations to the states—including Washington—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the three recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Earl Ray Tomblin
Governor of West Virginia
State Capitol
1900 Kanawha Boulevard, East
Charleston, WV 25305-0009

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including West Virginia—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Scott Walker
Governor of Wisconsin
115 East State Capitol
Madison, WI 53702-0100

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

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In this report, the NTSB issued five new recommendations to the states—including Wisconsin—as well as the Commonwealth of Puerto Rico and the District of Columbia:

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide

action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Edmund G. Brown, Jr.
Governor of California
State Capitol
Suite 1173
Sacramento, CA 95814-4910

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

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In this report, the NTSB issued five new recommendations to the states—including California—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

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Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Matthew H. Mead
Governor of Wyoming
124 State Capitol
200 West 24th Street
Cheyenne, WY 82002-0100

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

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H-13-05

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H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

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H-12-35

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H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

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[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Vincent C. Gray
Mayor of the District of Columbia
1350 Pennsylvania Avenue, NW
Suite 316
Washington, DC 20004-3003

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

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In this report, the NTSB issued five new recommendations to the states, the District of Columbia, and the Commonwealth of Puerto Rico:

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H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

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H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

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H-12-35

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H-12-36

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Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

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[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, and -36 (Reiteration)
H-00-26 (Reclassification)

The Honorable John Hickenlooper
Governor of Colorado
State Capitol
Room 136
Denver, CO 80203-1792

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

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In this report, the NTSB issued five new recommendations to the states—including Colorado—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the three recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

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Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, and -36 (Reiteration)
H-00-26 (Reclassification)

The Honorable Dan Malloy
Governor of Connecticut
210 Capitol Avenue
Hartford, CT 06106-1535

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Connecticut—as well as the Commonwealth of Puerto Rico and the District of Columbia:

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the three recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide

action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Jack Markell
Governor of Delaware
Tatnall Building, 2nd Floor
150 Martin Luther King, Jr., Boulevard
Dover, DE 19901-3637

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On May 14, 2013, the NTSB adopted its safety report concerning alcohol-impaired driving, which addressed a variety of safety issues associated with alcohol-impaired driving and described countermeasures to prevent crashes caused by alcohol-impaired drivers.¹ This safety report and the resulting recommendations may be accessed at our website, <http://www.nts.gov>, under report number NTSB/SR-13/01.

In this report, the NTSB issued five new recommendations to the states—including Delaware—as well as the Commonwealth of Puerto Rico and the District of Columbia:

¹ For more information, see *Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving*, Safety Report NTSB/SR-13/01 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

H-13-06

Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

H-13-07

Include in your impaired driving prevention plan or highway safety plan elements to target repeat offenders and reduce driving while intoxicated (DWI) recidivism; such elements should include measures to improve compliance with alcohol ignition interlock requirements; the plan should also provide a mechanism for regularly assessing the success of these efforts. [*This recommendation supersedes Safety Recommendation H-00-26.*]

H-13-08

Take the following steps to move toward zero deaths from impaired driving: (1) set specific and measurable targets for reducing impaired driving fatalities and injuries, (2) list these targets in your impaired driving prevention plan or highway safety plan, and (3) provide a mechanism for regularly assessing the success of implemented countermeasures and determining whether the targets have been met.

H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

H-12-34

Increase your collection, documentation, and reporting of blood alcohol concentration (BAC) test results by taking the following actions, as needed, to improve testing and reporting rates: (1) enact legislation, (2) issue regulations, and (3) improve procedures used by law enforcement agencies or testing facilities.

H-12-35

Once the National Highway Traffic Safety Administration has developed the blood alcohol concentration (BAC) testing and reporting guidelines recommended in Safety Recommendation H-12-32, incorporate the guidelines into a statewide action plan to achieve BAC reporting rates of at least 80 percent of fatally injured drivers and at least 60 percent of surviving drivers involved in fatal crashes.

H-12-36

Require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver.

H-12-45

Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.

Finally, the NTSB reclassified the following Safety Recommendation H-00-26, which is classified “Closed—Superseded” and is superseded by the newly issued Safety Recommendation H-13-07.

H-00-26

Establish a comprehensive program that is designed to reduce the incidence of alcohol-related crashes and fatalities caused by hard core drinking drivers and that includes elements such as those suggested in the National Transportation Safety Board’s model program. [*This recommendation is superseded by Safety Recommendation H-13-07.*]

Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Rick Scott
Governor of Florida
The Capitol
400 South Monroe Street
Tallahassee, FL 32399-0001

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In this report, the NTSB issued five new recommendations to the states—including Florida—as well as the Commonwealth of Puerto Rico and the District of Columbia:

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H-13-05

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.

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Include in your impaired driving prevention plan or highway safety plan provisions for conducting high-visibility enforcement of impaired driving laws using passive alcohol-sensing technology during law enforcement contacts, such as routine traffic stops, saturation patrols, sobriety checkpoints, and accident scene responses.

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H-13-09

Incorporate into your administrative license suspension or revocation laws a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.

In addition, the NTSB reiterated the four recommendations listed below concerning the issue of impaired driving. To underscore the importance of this safety topic, as reflected in the newly adopted *Reaching Zero* safety report, we are reiterating these relatively recent recommendations because they are key elements in the effort to eliminate impaired driving.

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H-12-36

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By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 3, 2013

In reply refer to: H-13-05 through -09
H-12-34, -35, -36, and -45 (Reiteration)
H-00-26 (Reclassification)

The Honorable Nathan Deal
Governor of Georgia
State Capitol
Room 203
Atlanta, GA 30334-1600

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By: Deborah A.P. Hersman,
Chairman