



CHESAPEAKE REGION  
SAFETY COUNCIL

**Chesapeake Region Safety Council's Testimony in Support of  
HB-105 -Drunk Driving Offenses – Ignition Interlock System Program  
Sponsor: Delegate Atterbeary**

On behalf of the Chesapeake Region Safety Council, please accept this letter in support of HB 105, the Ignition Interlock System Program.

When this law originally went into effect a few years ago, *mandatory* interlock did not apply to drivers convicted of the TA §21-902**(b)** charge. It also did not apply to those impaired drivers receiving a Probation before Judgement (**PBJ**) for either the **(a)** or **(b)** charge. The lone exception for a driver convicted of the **(b)** charge in which they did not receive a PBJ was if there was a minor under the age of 16 in the vehicle.

Currently, all states and the District of Columbia (DC) have legislation allowing or requiring the use of interlocks as a sanction for a DWI offense. (Insurance Institute for Highway Safety, March 2018 <http://bit.ly/48jBqQK>)

Research has shown that interlocks reduce DWI recidivism by 64% while fitted on the DWI offender's vehicle (Willis, Lybrand, & Bellamy, 2004; Elder et al., 2011). A May 2016 study by the University of Pennsylvania found that states that require all convicted alcohol impaired drivers to use an ignition interlock device reduced DUI deaths by 15% after enacting the law.

Research has also shown that drivers experience lower recidivism rates while interlock devices are on their vehicles than offenders whose license has been suspended (Elliott & Morse, 1993; Weinrath, 1997; EMT Group, 1990; Beck et al., 1999), and first offenders experience lower 2-year recidivism rates (McCartt et al., 2018).

It is without question that ignition interlock saves lives. The Chesapeake Region Safety Council strongly supports HB 105 and urges that it is given a favorable report.

Respectfully Submitted,

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Highway Safety Programs and Special Projects  
Chesapeake Region Safety Council