

MYTH vs FACT:

The HALT Drunk Driving Act

Section 24220 of the Infrastructure Investment and Jobs Act directs the National Highway Traffic Safety Administration to set a federal safety standard for advanced drunk driving prevention technology. The law is **technology neutral**: it names no device, and empowers safety experts to determine how to implement it.

MYTH

"It puts a government-controlled kill switch in your car."

"The government will track where you drive."

"Police or a third party could shut your car down."

"Every driver will be monitored and the data sold."

"Congress mandated an unproven technology."

FACT

The law does not authorize government control of personal vehicles.

The law does not authorize the government to remotely control or activate a kill switch in vehicles. Nothing in it creates one, requires one, or would result in one.

No GPS tracking. No surveillance.

The law does not create GPS tracking or government surveillance of a personal vehicle.

No remote access by anyone.

The law does not authorize law enforcement or any third party to access or shut down vehicles remotely.

Monitoring stays inside the vehicle.

The law gives no one access to personal driving data. Any detection is intended to stay in the car itself, and NHTSA acknowledges the importance of addressing privacy in its Advance Notice of Proposed Rulemaking.

Congress mandated a safety standard, not a device.

The law requires a safety standard, like seatbelts and airbags. The technology is real and exists today: suppliers have demonstrated breath-, touch- and camera-based alcohol detection. Rulemaking sets the performance any devices must meet.

30+

people die in drunk driving crashes in the United States every day - about 12,000 a year

10,000+

lives this technology would save every year, plus hundreds of thousands of life-altering injuries prevented

\$296B

NHTSA's estimate of the societal harm caused by alcohol-impaired driving in 2019 (th most recent data available)

OUR POSITION

Our organizations unequivocally oppose any effort to defund, weaken or repeal the HALT Drunk Driving Act. Any such effort would undermine a historic bipartisan law fought for by thousands of victims and survivors of drunk driving crashes.

Our organizations will work with any member of Congress to preserve the law and to address concerns raised about surveillance and remote control of vehicles. Those concerns are ours as well: our organizations strongly oppose any technology implemented under HALT that collects, stores or sells driver data, or that allows anyone outside the vehicle to monitor or control it.