

# House of Representatives

# Supplementary Order Paper

Tuesday, 19 June 2012

## Alcohol Reform Bill

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### *Proposed amendments*

Iain Lees-Galloway, in Committee, to move the following amendments:

*New Part 11:*

Insert, after *Part 10* ( after line 16 on page 258):

### **Part 11**

#### **Amendments to Land Transport Act 1998**

**417 Amendments to Land Transport Act 1998**

This **Part** amends the Land Transport Act 1998.

**418 Section 56 amended (Contravention of specified breath or blood-alcohol limit)**

- (1) In section 56(1), replace “400” with “250”.
  - (2) In section 56(2), replace “80” with “50”.
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### **Explanatory note**

This Supplementary Order Paper amends the Land Transport Act 1998 to lower permitted breath and blood alcohol levels for drivers. Drink driving continues to cause fatalities and serious injuries on our roads, with long-term emotional or physical trauma to many people and their families each year. Despite improving attitudes having had a marked effect on the incidence of drunk driving, it remains a significant issue. New Zealand allows its drivers to consume a much larger quantity of alcohol and remain able to drive a motor vehicle than most other countries, including Australia. This Supplementary Order Paper ensures that New Zealand’s roads will be safer by adopting an evidence-based approach to the level of specified breath and blood alcohol levels. It will lower the allowable blood alcohol content (BAC) from 0.08g to 0.05g per 100mls of blood for

drivers when driving. It will also reduce the current breath alcohol limit from 400 micrograms of alcohol per litre of breath to 250 micrograms.

In order to complement the work the Government is doing with its Safer Journeys road safety strategy, this Supplementary Order Paper reduces the amount of alcohol that adults are able to consume if they wish to drive a vehicle. There is demonstrable evidence and research already available that shows enough driver impairment between the proposed .05 limit and the 0.08 limit to warrant action. A drug and alcohol expert from the United Kingdom has estimated that this measure could reduce our road toll by two-thirds as it would alter driver behaviour.

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