

---

# ***CCMTA Road Safety Report Series***

---

## **HIGH-RISK DRIVER**

### **Annual Monitoring Report Survey 2004**

*Prepared For*

Canadian Council of Motor Transport Administrators  
Standing Committee on Road Safety Research and Policies

June 2005

## **Disclaimer**

The material presented in this text was carefully researched and presented. However, no warranty expressed or implied is made on the accuracy of the contents of their extraction from reference to publications.

© 2005 Canadian Council of Motor Transport Administrators/  
Conseil canadien des administrateurs en transport motorisé

Canadian Council of Motor Transport Administrators  
2323 St. Laurent Blvd.  
Ottawa, Ontario  
K1G 4J8  
Telephone: (613) 736-1003  
Fax: (613) 736-1395  
E-mail: [ccmta-secretariat@ccmta.ca](mailto:ccmta-secretariat@ccmta.ca)  
Internet: [www.ccmta.ca](http://www.ccmta.ca)

## **CANADIAN COUNCIL OF MOTOR TRANSPORT ADMINISTRATORS**

The *Canadian Council of Motor Transport Administrators* is a non-profit organization comprising representatives of the provincial, territorial and federal governments of Canada which, through the collective consultative process, makes decisions on administration and operational matters dealing with licensing, registration and control of motor vehicle transportation and highway safety. It also includes associate members from the private sector and other government departments whose expertise and opinions are sought in the development of strategies and programs.

The work of CCMTA is conducted by three permanent standing committees which meet twice a year. The mandates of the standing committees are as follows:

- ▶ The **Standing Committee on Drivers and Vehicles** is responsible for all matters relating to motor vehicle registration and control, light vehicle standards and inspections, and driver licensing and control.
- ▶ The **Standing Committee on Compliance and Regulatory Affairs** is concerned with the compliance activities of programs related to commercial driver and vehicle requirements, transportation of dangerous goods and motor carrier operations in order to achieve standardized regulations and compliance programs in all jurisdictions.
- ▶ The **Standing Committee on Road Safety Research and Policies** is responsible for coordinating federal, provincial and territorial road safety efforts, making recommendations in support of road safety programs, and developing overall expertise and strategies to prevent road collisions and reduce their consequences.

CCMTA's Board of Directors also meets twice per year to attend to the overall management of the organization, determine policy direction and provide overall guidance and direction to the standing committees. Recommendations of the standing committees are ratified by the CCMTA Board.

All CCMTA standing committee meetings are open to industry stakeholders. Associate membership further allows private organizations and other government bodies with an interest in matters dealing with motor vehicle transportation and highway safety to be kept apprised of CCMTA activities and have formal access to CCMTA meetings and proceedings.

For further information on CCMTA projects and programs or associate membership, please contact the Secretariat.

**HIGH-RISK DRIVER MONITORING REPORT SURVEY**  
**Survey of 2004**

	<b>ALBERTA</b>	<b>BRITISH COLUMBIA</b>	<b>MANITOBA</b>
<b>Statistics on HRD</b>	<b>No</b> *See additional information below	<b>Yes</b>	<b>No</b> **See additional information below
<b>Specific legislation</b>	<b>No</b>	<b>No</b>	<b>No</b> We have a Driver Improvement and Control Program but have no legislation specifically defining a High Risk Driver and related sanctions. However, we have mandatory suspensions for a driving related CC offence ie. Impaired driving, Dangerous driving, etc.
<b>Campaigns conducted</b>	<b>No</b>	The Insurance Corporation of British Columbia (ICBC) has a number of province-wide educational campaigns which include: - Counterattack Program - radio, print and TV ads regarding impaired driving consequences and aggressive driving. - Enhanced Road Safety Enforcement Initiative – Program involves RCMP and targets seat belt use, impaired driving, intersection violations and aggressive driving – radio and print advertising - Targeted Traffic Enforcement Program – targeting high-risk drivers on high-risk roadways where crashes and inappropriate driving behaviours have been demonstrated – radio and print advertising, - Speed Watch Program – designed to reduce the incidence of speeding primarily in residential areas throughout the province - radio and print media	Media (Newspaper, Radio, TV), public presentations.
<b>Driver Improvement programs for violations and crashes when 3 distinct events are accumulated</b>	Yes, but demerits are only used. Exception of GDL drivers where seat belt use and Zero tolerance are also included in the program.  No date set but plan to address the issue in developing additional strategies by reviewing the literature and the best practice.	<b>No</b> Currently driver improvement programs consider violations (based on penalty point thresholds), but not crashes. Driver improvement programs also consider accumulated 24 hour prohibitions (which carry 0 penalty points), and fewer than 3 serious violations (e.g. excessive speed, street racing).	Manitoba recently revised its Driver Improvement and Control Program. We consider traffic convictions, at fault accidents and alcohol related 24 hour suspensions in our criteria for intervention. Normally, intervention occurs before a driver has accumulated 3 distinct events. Interventions include advisory/warning letters, courses and Show Cause Hearings to consider suspension.
<b>Special sessions for young drivers facing suspension</b>	No, just a specific lower demerit threshold for GDL drivers.	<b>No</b>	<b>No</b> Our program is not limited to “young drivers facing suspension”. We have a Novice Driver Program that includes the following interventions: Novice driver Warning Letter, Novice Driver Course and Novice Driver Hearing to consider a suspension.
<b>Special activities to target hard-core drinking drivers</b>	Alberta has the alcohol ignition interlock program, Planning Ahead and Impact for repeat offenders. Edmonton police service target suspended drivers may include hard-core drinking drivers. No date set. Research phase: review data, literature and best practice from other jurisdictions	1- Effective August 1, 2003, drivers with two 24-hour prohibitions within 2 years are strongly warned against drinking and driving and can be prohibited from driving for at least 2 months if they have a previous history of impaired driving or driver penalty points in the past 5 years. Drivers who get a third 24 hour prohibition can expect an additional driving prohibition of 3 months or more. 2- Effective December 1, 2004, police could immediately impound vehicles for 24 hours when someone receives a 24-hour alcohol-related driving prohibition. 3- An alcohol ignition interlock program and mandatory alcohol rehabilitation program are targeted for implementation on June 15, 2005. 4- Enforcement – Province-wide Counterattack Program.	Manitoba has a Check stop program, ignition interlock program, an alcohol assessment for all drivers convicted of an alcohol offence, vehicle impoundment and vehicle forfeiture.

	ALBERTA	BRITISH COLUMBIA	MANITOBA
<b>HRD Evaluation (legislation or program)</b>		No	
<b>Additional information</b>	*Alberta has not yet isolated its high-risk drivers for analysis. It is hoped to be completed later in 2005 and thus does not have data available yet. Alberta will continue to proceed to develop additional tools and strategies to address the high-risk or a subset of these drivers in the near future.	<ol style="list-style-type: none"> <li>1- Only police-reported injury and fatal collisions were used.</li> <li>2- CC convictions that occurred on different dates, but shared a conviction date were considered separate events.</li> <li>3- CC convictions were counted based on conviction date. Violation date was used to eliminate same day events.</li> <li>4- 24-Hour Prohibitions and 12-Hour Suspensions were not used in establishing traffic violation events.</li> <li>5- Total number of licensed drivers is a count of active licensed drivers in BC.</li> <li>6- Injury severity is not available, therefore "all injury" counts are provided.</li> <li>7- Only HRDs with known gender and birthdates were counted.</li> <li>8- Counts are rounded.</li> </ol>	**Manitoba has no statistics related to high risk drivers as defined in the survey.

	<b>NORTHWEST TERRITORIES</b>	<b>QUEBEC</b>	<b>YUKON</b>
<b>Statistics on HRD</b>	<b>Yes</b> Data on total number only.	<b>Yes</b>	<b>No</b>
<b>Specific legislation</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Campaigns conducted</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Driver Improvement programs for violations and crashes when 3 distinct events are accumulated</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Special sessions for young drivers facing suspension</b>	<b>No</b>	<b>No</b>	Interview with the Deputy Registrar and Defensive Driving Course.
<b>Special activities to target hard-core drinking drivers</b>	Drinking drivers wishing to have their driving privileges reinstated are required to pay a reinstatement fee and may be required to satisfy one or more conditions including; an alcohol dependency assessment, a driver assessment, participation in a driver improvement program, participation in an alcohol dependency awareness program, participation in an alcohol treatment program, participation in an alcohol ignition interlock program, or any other condition the Registrar considers appropriate.	Ignition interlock program . Assessment of drivers convicted of drinking and driving. Drivers must undergo a program where the association between alcohol consumption and driving is broken.	Ignition interlock program, Driver Control Board.
<b>HRD Evaluation (legislation or program)</b>			
<b>Additional information</b>	At this time we are not able to provide high-risk driver profile statistics for the Northwest Territories because of the lack of resources and the ability to access the required data.		The Yukon at this time does not have a definition for High-Risk Driver or a program in place. It is on our agenda to work on for this coming year.

	SASKATCHEWAN	NOVA SCOTIA	ONTARIO
<b>Statistics on HRD</b>	No ***See additional information below	No	Yes
<b>Specific legislation</b>	No	No	No
<b>Campaigns conducted</b>	No There is no campaign conducted specifically on high risk drivers as defined but Saskatchewan continues to place emphasis on impaired drivers, people not wearing their seat belts and intersection safety. No planning of HRD awareness campaign at this time.	No No specific campaign for HRD but information was given: Selection of traffic programmes, pedestrian safety, seat belt campaign, anti-drinking & driving campaigns with municipal police & RCMP, general education & billboards, safe driver campaigns.	1. iDRIVE Program - a comprehensive education campaign that targets young drivers, particularly aggressive and distracted drivers 2. Road Safety Challenge. 3. Collaborative work with other road safety stakeholders (including MADD Canada, enforcement community, insurance industry, health care experts, etc.) 4. RIDE program (Reduced Impaired Driving Everywhere) with police.
<b>Driver Improvement programs for violations and crashes when 3 distinct events are accumulated</b>	Yes, our current driver improvement program (DIP) considers both crashes and violations. Our DIP is however not based on distinct events but on a cumulative demerit point system. The DIP uses a series of progressive remedial measures depending on the cumulative count of demerit points that the drivers have: <ul style="list-style-type: none"> <li>• Warning letter;</li> <li>• Interview;</li> <li>• Driver training, defensive driving, driver test;</li> <li>• Escalating levels of driver licence suspension.</li> </ul>	Drivers are required to attend an Interview and/or Re-exam with a Driver Enhancement Officer and can face a discretionary suspension in cases where there is point accumulation in combination with “pointable” convictions.	<ul style="list-style-type: none"> <li>• Ontario has its own Demerit Point System that was designed to identify HRD and procedures to address their driving behaviour. Ontario’s Demerit Point System includes interventions that are based on point accumulation. Interventions include warnings, interviews, and suspensions.</li> <li>• Collision Repeater Program:</li> <li>• Drivers who are involved in three collisions in a two-year period (two at-fault including the most recent) are required to complete driver re-examinations (vision screening, knowledge test to class, and level two road test) and attend an interview with a Driver Improvement Counsellor.</li> <li>• Failure to successfully complete/pass re-examination and interview results in the cancellation of the driver’s licence until all program requirements are satisfied.</li> </ul>

	SASKATCHEWAN	NOVA SCOTIA	ONTARIO
<p><b>Special sessions for young drivers facing suspension</b></p>	<p>No, but we plan to implement special sessions for new drivers (83% of whom are young drivers in Saskatchewan) in September 2005 with the introduction of GDL. Intervention will be quicker and triggered by incidents rather than cumulative count of demerit points.</p>	<p>In Nova Scotia the point accumulation threshold for drivers in graduated driver licensing (GDL) is lower than that used for regular drivers. There is zero bac tolerance for drivers in GDL and a discretionary suspension issued upon receipt of a 24-hour (roadside) suspension from law enforcement.</p>	<p>Under Ontario's Graduated Licensing System (GLS), there are specific procedures to address novice drivers (G1 and G2) who have accumulated a certain number of demerit points that warrant the ministry's intervention.</p> <p>Novice Drivers:</p> <ol style="list-style-type: none"> <li>1. Warning notice urging drivers to improve their driving habits is sent to a driver after 2 to 5 demerit points are accumulated</li> <li>2. Interview with a Driver Improvement Counsellor after 6 to 8 demerit points are accumulated, including a suspension or cancellation of driver licence if the driver fails to attend the required interview, fails to comply with the Ministry's requirements as a result of the interview, has not shown cause at the interview as to why their licence should not be suspended</li> <li>3. Licence suspension for 60 days for a first accumulation of 9 or more demerit points, and 6 months for a subsequent accumulation of 9 or more demerit points within a two-year period</li> </ol> <p>Novice drivers are not required to complete MTO re-examinations as a condition of reinstatement from 9 point suspension as they are required to complete examinations in order to proceed through the Graduated Licensing System.</p> <p>Following an interview with a novice or fully-licensed driver, the Ministry may:</p> <ul style="list-style-type: none"> <li>- issue a warning or strong warning letter to the driver,</li> <li>- require that the driver successfully complete a Defensive Driving or Driver Improvement Course,</li> <li>- initiate a deferred suspension,</li> <li>- issue an immediate suspension,</li> <li>- request a medical report from the driver,</li> <li>- require re-examinations (vision, knowledge, road), and/or</li> <li>- require the driver to attend an additional interview with a Driver Improvement Counsellor.</li> </ul>

	SASKATCHEWAN (continued)	NOVA SCOTIA (continued)	ONTARIO (continued)
Special activities to target hard-core drinking drivers	Yes, ignition interlock program and screening and streaming to a Rehabilitation program.	Nova Scotia is evaluating interlock and impound at present. We have required alcohol/addiction evaluations since 1995 and presently are contracting with Addiction Services for the administration of the Alcohol Assessment Programme. This is a requirement for all drivers convicted of an alcohol related offence under either the MVA (Administrative 90-day Suspension issued by Police at roadside) or a Criminal Code offence.	<p>1. Administrative Driver Licence Suspension Program which is an immediate 90-day suspension of a driver's licence for individuals who:</p> <ul style="list-style-type: none"> <li>- fail/refuse to provide breath sample on a roadside screening device;</li> <li>- fail/refuse to submit to blood alcohol content (BAC) tests (either blood sample or breath sample);</li> <li>- exceed the legal limit of .08 BAC.</li> </ul> <p>2. Increased driver record search length period ("lookback period") which was implemented in 1998 and this is the length of time the Ministry looks retrospectively at a driver's record to determine whether a prior conviction is considered in determining licence suspension length. The lookback period went from five years to a "rolling" 10-year window. The longer a conviction remains on the driver's record, the increased likelihood that a driver is convicted as a repeat, rather than a first-time offender.</p> <p>3. Increased suspension periods for second-time offenders (period was increased to three years, up from two years); for third-time offenders, the period was increased to lifetime suspension with a possibility of reducing this after serving 10 years, up from previous three years, and, for fourth-time offenders, a lifetime suspension was introduced.</p> <p>4. Remedial Measures (Education and Treatment) Program, a mandatory, user-pay program which applies to anyone:</p> <ul style="list-style-type: none"> <li>- convicted of Criminal Code drinking and driving related offence; or</li> <li>- convicted of non-drinking driving Criminal Code offence and previously convicted of Criminal Code drinking related offence within the last 10 years.</li> </ul> <p>The driver must successfully complete remedial measures program as condition of licence reinstatement. Program consists of assessment, education or treatment and a follow-up interview six months after the education and treatment program. This takes about 11 months to complete and costs the driver about \$475 plus GST.</p> <p>5. Ignition Interlock Program applies to any driver who is convicted of a Criminal Code drinking and driving offence committed on or after December 23, 2001.</p> <p>6. Vehicle Impoundment Program applies to any driver caught driving while their licence is suspended for a Criminal Code driving related conviction. Most suspensions are for a drinking and driving related offence.</p> <p>7. Increased fines for driving while suspended for Criminal Code related offences (includes impaired driving, dangerous driving or leaving the scene of an accident). First offence fine increased from a minimum of \$500 to minimum of \$5,000 and from a maximum of \$5,000 to a maximum of \$25,000. Second offence fine increased from a minimum of \$1,000 to a minimum of \$10,000 and a maximum of \$5,000 to \$10,000.</p> <p>8. Public education activities.</p>

	SASKATCHEWAN (continued)	NOVA SCOTIA (continued)	ONTARIO (continued)
<b>HRD Evaluation (legislation or program)</b>			Ontario does not have specific legislation that addresses HRD, but has the following: <u>ADSL program evaluation - no evaluation conducted.</u> <u>"Ignition Interlock Program":</u> - jurisdictional scan, best practises, prepared by KPMG (2002) - internal report, unpublished. - methodology for program evaluation by TIRF (2004) - internal report, unpublished <u>Vehicle Impoundment Program - no evaluation conducted</u>
<b>Additional information</b>	***Cannot provide these statistics at this time. Not enough resources to put this together at this time. Will be able to supply this data for the next monitoring report. Discussion needed of the value on this exercise.	The RMV System in Nova Scotia is not set up at present to address HRD specifically. The only way to address them at this point would be via a manual extraction of cases that meet the definition. Current resources would not permit this. Good reliable automated data would only be available when we upgrade the existing technology.	

	PRINCE EDWARD ISLAND	NEWFOUNDLAND AND LABRADOR	NEW BRUNSWICK
<b>Statistics on HRD</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>
<b>Specific legislation</b>	<b>Yes</b> Section 264(1) of the Highway Traffic Act. The Registrar by order in writing may, for any violation by this Act arising out of reckless or negligent driving, or the use of intoxicants, or for any other reason that, in the opinion of the Registrar, renders any person unfit to act as a driver, upon proof to his satisfaction of the fact of such violation or unfitness, cancel or suspend the license of such driver, disqualify from holding or obtaining a license or place a person on probation.	<b>No</b>	<b>No</b> Specific legislation on HRD has not been adopted in New Brunswick; however, we continue to administer driver improvement programs based on established criteria.
<b>Campaigns conducted</b>	<b>No</b> Possibility in future.	<b>No</b>	<b>No</b>
<b>Driver Improvement programs for violations and crashes when 3 distinct events are accumulated</b>	Yes, by letters, interviews, possible re-testing. This is currently in progress.	<b>No</b>	Drivers who are involved in three collisions in a period of one year are required to submit to a re-examination by a driver examiner. Based on the cumulative demerit point loss, warning letters are also issued. The first warning letter is issued at the loss of three demerit points, second at the loss of seven demerit points and sanctions against the driver (i.e. suspension) are taken at the loss of 10 demerit points.
<b>Special sessions for young drivers facing suspension</b>	Yes. Driver Risk Assessment, Courses, Interviews, Brochures.	<b>No</b>	New drivers have a lower demerit point threshold during the graduated driver licensing program. Loss of all points results in at least a three-month suspension and a return to the beginning of the graduated driver licensing program. There is a zero BAC tolerance for drivers in the graduated drivers licensing program. A breach of this condition will result in a one-year suspension and a return to the beginning of the graduated driver licensing program.
<b>Special activities to target hard-core drinking drivers</b>	Yes. Enforcement, Vehicle Impoundment, Special Evaluation, Probationary Licences.	Yes. Enforcement and alcohol ignition interlock program.	A driver convicted of a Criminal Code drinking and driving offence or violation of the graduated driver licensing zero BAC tolerance must complete a mandatory remedial training program implemented to discourage impaired driving. For first-time offenders the course is three hours in duration and repeat offenders are required to complete a weekend course, which is 18 hours in duration. The training program must be completed as a condition of reinstatement.
<b>HRD Evaluation (legislation or program)</b>	<b>No</b> An evaluation might be carried out in future.		
<b>Additional information</b>			New Brunswick has no statistics related to high risk drivers at this time.