
CCMTA Road Safety Report Series

NATIONAL OCCUPANT RESTRAINT PROGRAM 2002

Annual Monitoring Report

Prepared For

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

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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.

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EXECUTIVE SUMMARY

It was determined that the NORP Task Force will continue to report seat belt usage and child passenger safety statistics on an annual basis. This report covers the years 2001 and 2002 due to a labour disruption in Ontario, the jurisdiction responsible for compiling the statistics, in 2002.

All jurisdictions except for Nunavut participated in the 2001 and 2002 NORP Monitoring Survey, which covers the period of January 1, 2001 through to December 31, 2001 and January 1, 2002 through to December 31, 2002. Nunavut is expected to participate in the future when a bureaucratic structure is in place to support the information gathering that is required

The terms of reference developed for “NORP Beyond 2001” include the following proposals put forward by the NORP Task Force and adopted by the CCMTA Standing Committee on Road Safety Research and Policies (RSRP):

- To develop a strategy to maintain and/or achieve a seat belt usage rate of 95 per cent for all motor vehicle occupants by 2010.
- To monitor progress and to review the proposed strategy on a regular and timely basis and to make recommendations for improvements that will achieve the stated objective.
- To focus on specific areas of occupant protection, including, but not limited to: rural populations, child passenger safety and legislative, educational and enforcement strategies.

This report includes information collected based on the proposals included in “NORP Beyond 2001”. In order to better capture current information, the NORP Monitoring Report Survey was revised for 2002. It is anticipated that further changes to the survey may be made to make the data collection and retrieval both more streamlined and more effective.

In September 2002, Transport Canada undertook, for the first time, a seat belt survey that focussed on rural seat belt usage across Canada, replacing the annual seat belt survey which included primarily urban locations. It is anticipated that results will be reported at the CCMTA spring meeting in June 2003. Because the survey was undertaken later in the year than previously, analysis of outcomes and next steps resulting from information gleaned from this rural seat belt survey, were not available for this report, and are expected to be included in the 2003 NORP monitoring report. It is anticipated that Transport Canada will also, in the future, measure child car seat and booster seat usage. The effect that these specialized measurements will have in effectively measuring trends against past performance remains to be seen.

NORP has identified a number of legislative, enforcement and public education strategies which jurisdictions can use to increase seat belt wearing rates. A number of jurisdictions have amended child passenger protection measures, including Alberta, which increased seat belt and child seat fines and has implemented a legislative change

requiring appropriate child restraints to 40 lb. or 6 years of age, and Quebec, which amended its child passenger protection legislation to require every child whose sitting position is less than 63 cm., to be secured in a child car seat.

Appendices VI - VIII show the current deterrents and exemptions in place across Canada for 2001 and 2002 for non-use of seat belts and child restraints. While legislative and regulatory amendments to reduce or eliminate seat belt exemptions have been identified by NORP as a way of increasing seat belt usage for a number of years, no jurisdiction has reported that the measures have been implemented during 2001 and 2002.

All jurisdictions have implemented education and enforcement initiatives in to increase seat belt and child seat use, although there is significant jurisdictional variation in the resources applied to these programs. Educational materials and information are routinely provided to the police, emergency services, public and health care professionals.

All jurisdictions participated in "Operation Impact" and all conducted some form of STEP program during 2001, either at the provincial or local level. Operation Impact is a national 24-hour traffic enforcement blitz which focuses on the high-risk driver, including the motorist who is not wearing a seat belt. It is not yet clear whether combining campaign themes and targets (i.e. aggressive driving and drinking and driving with non-use of seat belts) has had a positive or negative effect on the campaign or on any resulting changes in seat belt use, although as a traffic initiative, Operation Impact is gaining in momentum, with a number of U.S. jurisdictions now participating in this initiative as well.

All of the STEP programs conducted in 2001 included targeting occupant restraint use and child restraint use. Some combined other target areas, most often with impaired driving, aggressive driving or a combination of driver behaviour issues.

The efforts of the police and other road safety advocates has been instrumental in both achieving a seat belt usage rate in Canada of close to 90 per cent and in raising awareness of associated issues. Enforcement remains a critical element in the success of Canada's seat belt compliance rate, with risk of apprehension a significant factor in encouraging people to buckle up. Enhanced training of the police community to raise awareness of this issue is important. In that context, the police training program undertaken in Quebec must be considered exemplary. New Brunswick also undertook training of police officers.

As well, legislation that reflects the importance of this public health issue and effectively addresses areas where improvements can be most helpful in increasing seat belt compliance remains critical. Although NORP has recommended that jurisdictions should continue to work towards eliminating seat belt exemptions, it appears that jurisdictions are reluctant to move in this direction.

The inventory of public education material on child safety seats available across Canada to both government and stakeholder organizations is updated annually by NORP, through the annual NORP Monitoring Report. This Inventory is on the CCMTA web site, and made

available by hard copy on request. CCMTA has assumed responsibility for maintaining this inventory. Jurisdictions are responsible for providing relevant information to CCMTA.

Work was undertaken by NORP, with the assistance of Transport Canada, in 2002 (concluded in 2003) to update the wording of the child passenger safety model legislation. Since jurisdictions must work within the framework of existing legislation, it was determined that rather than trying to develop legal terminology, a more productive approach would be to identify the basic principles that would most contribute to improvements in occupant protection. The draft “model legislation” reflects this approach.

Increasingly, various jurisdictions are exploring ways to reach their rural populations through public education initiatives in order to increase seat belt use in this vulnerable population.

HISTORY

In 1989, the Council of Ministers Responsible for Transportation and Highway Safety agreed to employ all possible means to achieve a 95 per cent seat belt use rate by the end of 1995. In response, the CCMTA developed and implemented the National Occupant Restraint Program in 1989. As a first step, a Phase I proposal called for each jurisdiction to achieve an 80 per cent use rate by the end of 1990. At the same time, a Phase II Proposal was developed which outlined a five-year program aimed at achieving a 95 per cent use rate by the end of 1995. In October 1996, NORP was extended with the goal to achieve and maintain a 95 per cent occupant restraint use in all seating positions in light-duty vehicles (passenger cars, passenger vans and light-trucks) in each of the provinces and territories to the year 2001.

The focus of NORP’s 95% by ’95 program was primarily on the driver. The focus of NORP 2001 was on all occupants with particular emphasis on ensuring children are properly secured. As an addition to NORP 2001 a business case was approved by the CCMTA Board of Directors in 1999, endorsing further strategies to address seat belt use, particularly in rural areas.

Subsequently, NORP provided suggestions for aggressive but achievable targets that have been incorporated into Road Safety Vision 2010.

PURPOSE OF THIS REPORT

As part of the approved strategy, CCMTA was made responsible for producing an annual monitoring report on NORP’s progress. This report is for January 1, 2001 through to December 31, 2002. This report comments on efforts to meet the goals outlined in “Road Safety Vision (RSV) 2010”, successor plan to Road Safety Vision 2010. RSV 2010 has identified

enhanced and specific targets associated with motor vehicle occupant protection.

NORP 2002 Recommendations:

RECOMMENDATION #1:

Each jurisdiction should aim to achieve and maintain:

- **A minimum seat belt wearing rate of 95 per cent**
- **Proper use of child restraints by all motor vehicle occupants**
- **40 per cent decrease in number of unbelted fatally or seriously injured occupants**
- **40 per cent decrease in the number of road users fatally or seriously injured on rural roadways.**

Based on Road Safety Vision 2010, NORP has set a target of a 95 per cent rate of seat belt wearing and proper use of appropriate use of child restraints by all motor vehicle occupants.

According to the Transport Canada survey of 2001, across Canada, the estimated proportion of all vehicle occupants of light-duty vehicles using seat belts is 90 per cent. It is anticipated that this figure may change based on the results of the rural seat belt survey conducted in September 2002. However, it should be noted that while increasing rural seat belt usage is important, the results of the Transport Canada rural seat belt survey reflect a small population base.

Problems with correct use and installation of child restraints continue. Efforts among Transport Canada and partners, including Health Canada, the Canadian Coalition for Child Passenger Safety, St. John Ambulance and DaimlerChrysler has established the Child Restraint Technician Certification Training Program. Although in its infancy, the program has the potential for increasing the number of technicians available to conduct child seat inspections.

Information linking non-use of seat belts with increased risk of injury and fatality may help to convince motor vehicle occupants to buckle up.

COMMENTARY:

Setting aggressive but achievable targets for Road Safety Vision 2010 is one way of focussing attention on the importance of occupant restraints in achieving success. However, jurisdictions must also invest appropriate resources to support efforts to achieve these targets. Some jurisdictions have clearly identified the investment they are making in this area. Alberta has identified a \$210,000 budget for the Alberta Occupant Restraint Program (AORP), with a dedicated staff person assigned to AORP activities. British Columbia invested approximately \$60,000 in 2001, and \$75,000 in 2002, in activities

associated with vehicle occupant protection. British Columbia undertook a seat belt cost-benefit analysis in 2002, which indicated a savings capability of \$2.8 million based on a ONE percentage point increase in B.C. Other jurisdictions' investments varied.

RECOMMENDATION #2

Each jurisdiction should continue working towards the removal of exemptions for the non-use of seat belts.

There has been no movement among jurisdictions in the period between January 1, 2001 and December 31, 2002, in eliminating exemptions from the requirement for motor vehicle occupants to use seat belts.

COMMENTARY

Seat belt exemptions fall into three categories:

- Medical/physical
- Occupational (e.g. rural mail delivery, police)
- Situational (e.g. from other jurisdictions, driving in reverse)

The Canadian Medical Association (CMA) has indicated that there are no medical conditions which preclude the wearing of a seat belt.

When seat belt usage was first mandated, seat belts were sometimes difficult to use. In order to obtain "buy in" from certain stakeholders, such as police officers and taxi drivers, exemptions were allowed to address the particular concerns raised by these groups. Seat belts have become substantially more comfortable and easy to use in the years since they were introduced. There are few occupations for which seat belt usage is an obstacle to completing the work required.

With all jurisdictions requiring seat belt use, there are no benefits to situational exemptions.

RECOMMENDATION #3

Each jurisdiction to target the high-risk driver by increasing the monetary cost of an infraction and to introduce or increase the number of demerit points for non-use of seat belts and child car seats.

Sanctions for convictions under occupant restraint legislation continue to vary throughout the country, ranging from \$45 to \$128.75 and from 0 to 4 demerit points. There is a slight trend of increased sanctions, both fines and demerit points, for seat belt non-use since 1999, although a number of jurisdictions have shown no movement in this regard. Six jurisdictions (Manitoba, Alberta, Yukon, Saskatchewan, Quebec and the Northwest Territories) increased their sanctions for seat belt non-use.

With four demerit points levied against motorists, Yukon currently has the most effective demerit point penalties. These increases must be tempered by the fact that four jurisdictions (British Columbia, Alberta, Manitoba and Prince Edward Island) still do not apply demerit points for seat belt or child restraint non-use.

SUMMARY

The tables in appendices VI - VIII show the current (2002) sanctions and exemptions in place across Canada for non-use of seat belts and child restraints. Progress has been made in the increase of monetary fines since 1999, although work still needs to be done to increase demerit point penalties and remove seat belt exemptions in many jurisdictions.

COMMENTARY

The imposition of demerit points, often tied to increased insurance rates, and the removal of seat belt exemptions have been shown to significantly increase seat belt usage rates.

RECOMMENDATION #4

Each jurisdiction to harmonize and simplify provincial laws and regulations in accordance with NORP's recommended model, and include sustained public education efforts to reduce the opportunities for misuse and non-use of child car seats, including ensuring the use of booster seats for children who have outgrown a child car seat, yet for whom an adult seat belt is not appropriate; and, ensuring children 12 years of age and under are seated in the back seat of the vehicle.

As of September 2002, federal regulations require all new passenger cars, multi-purpose vehicles, trucks and buses to be manufactured with lower anchorage systems (ISOfix) that will make it easier for parents to properly secure child car seats.

Quebec and Yukon has implemented measures which require children to be restrained in either a child car seat or booster seat, depending on size. Several other jurisdictions are moving in this direction.

NORP is revising the model legislation first proposed in 1997. It is the intent, in developing the revised model, that it address basic principles in the promotion of enhanced motor vehicle occupant protection rather than providing legislative terminology which may not be compatible with the terminology or principles already in use in jurisdictions.

Some jurisdictions have indicated that agreement with the NORP model is not necessarily a priority in the jurisdiction. It is hoped that by providing jurisdictions with principles on which to base their legislative and regulatory amendments, that these shortcomings can be overcome.

Jurisdictions continue to implement education and enforcement initiatives aimed at increasing the use of occupant restraints. There is a balance of efforts that combine targeting seat belt and child restraint use with other high-risk behaviours such as aggressive driving and drinking and driving. The CCMTA Secretariat has agreed to hold the inventory of child passenger safety materials. Jurisdictions are encouraged to submit new child passenger safety public education materials to the CCMTA Secretariat so that this information is readily available to all jurisdictions for consideration.

Enforcement activities across the country vary and include participation in Operation Impact, with most jurisdictions incorporating additional enforcement activities during October in addition to this enforcement blitz.

There is regular and targeted use of media, through interviews with police, public health and road safety professionals; radio and print advertising; submission of articles; and media events.

Aside from campaigns that include enforcement and the distribution of public education materials; child seat clinics (in co-operation with public health, fire-fighters and police) and the involvement of insurance and other road safety partners, there are several other noteworthy programs being implemented across the country:

Nationally, there has been progress in achieving a national child passenger safety inspection program. For several years, the Coalition for Child Passenger Safety has been moving toward this goal, and the program was launched in 2002, in partnership with St. John's Ambulance, which will be responsible for administering the certification of child seat inspection technicians, and with support from Transport Canada and DaimlerChrysler, joining with their "Fit For a Kid" program. It is anticipated that over time, this program can be linked with existing technician training programs, so that a network of trained and certified technicians can deliver child car seat inspections across the country.

Alberta is maintaining its provincial enforcement/education program called "Think...Think Again." All police officers, urban and rural, in their daily routine and during special check stops, issue tickets for adults and children not properly secured. Alberta Transportation currently puts on train-the-trainer workshops, inservices and participates in drive-through inspection clinics throughout the province, pertaining to adult occupant restraint and child restraint use.

In British Columbia, several enforcement officers were trained to the NHTSA certified Child Passenger Safety Program (4 day training). In 2001, 33 clinics were conducted, and in 2002, there were 113 clinics held by the BCAA/ICBC Child Passenger Safety Program alone. By the end of 2002, BC had over 100 NHTSA certified technicians. The "Clicking In" program was developed regionally, including elementary school students from kindergarten to Grade 4. Public service announcements noted the cost of a seat belt infraction, and information cards were handed out at highway toll booths. Child seat ease-of-use ratings were made available online by ICBC, in conjunction with a brochure on

“Buying a Better Child Seat”. A brochure promoting booster seat usage entitled “Kids Can’t Wait to Grow Up. Booster Seats Help Make that Happen” was released. In 2002, a seat belt wearing survey was conducted in 75 communities. A seat belt wearing rate cost benefit analysis indicated a \$2.8 million savings capability based on a ONE percentage point wearing increase throughout BC.

Manitoba created a new poster and brochure, distributed through police, insurance brokers and public health.

Transport Canada provided child seat inspection training to officers in New Brunswick and Newfoundland and Labrador through the St. John Ambulance certification program. Newfoundland and Labrador, as well as Northwest Territories, also undertook radio advertisements promoting child seat use.

Nova Scotia carried out monthly child restraint clinics, a “Snap, buckle and drive” campaign, a continuing promotion in conjunction with Pharmasave, and media interviews.

Northwest Territories increased fines for non-use of seatbelts from \$40 to \$100 and the fines for non-use of child restraint systems increased from \$40 to \$200.

Ontario conducts two annual seat belt campaigns, one in the spring and one in the fall, which include enhanced community outreach, public education, and enforcement. In the spring of 2001, the province launched “Love Me – Buckle Me Right Day,” a day during the spring campaign which focuses on child passenger safety. In 2001, 92 “Love Me – Buckle Me Right Day” clinics were conducted across the province and this program has continued as part of the spring and fall seat belt campaigns. As part of the fall campaign, Ontario has undertaken the “Seat Belt Challenge,” a two-hour seat belt count conducted by volunteers in communities across the province.

Quebec has revised its legislation, requiring all children with a seated height of less than 63 cm to be restrained in a child seat or booster seat. Quebec conducted 200 child seat inspection clinics in 2002. As well, several new public education products were developed and released, including “Secure them for Life” and “Avant de lui enlever son siege d’auto”.

Saskatchewan initiated a new poster in 2001 aimed at the aboriginal community. In 2002, as part of the “Safe Driver Recognition” program, Saskatchewan increased the number of demerit points for “driver fail to wear a seat belt” and “drive while passenger unrestrained” from two to three points and the victim fine surcharge from \$15 to \$20.

Yukon significantly increased the sanctions for seat belt and child seat non-compliance from 0 to 4 demerit points and from \$40.00 to \$75.00.

RECOMMENDATION # 5

Each jurisdiction to implement measures that focus education and enforcement activities on rural geographic locations that have been shown by collision statistics to be high-risk locations.

Some jurisdictions have developed definitions of rural areas. Alberta, Nova Scotia, and Saskatchewan implemented seat belt programs targeted specifically at the rural population.

Alberta Transportation, Alberta Occupant Restraint Program and police and health professionals targeted rural seat belt initiatives, including education and enforcement. Alberta also conducted a rural seat belt survey in 2001.

Nova Scotia undertook child seat instruction by public health nurses, clinics and enforcement activities by RCMP.

Saskatchewan initiated a public education program including radio advertising and posters.

Transport Canada has undertaken a rural seat belt survey, whose results will help jurisdictions to focus more effectively their public education efforts.

COMMENTARY

Some jurisdictions have been more successful than others in narrowing the gap between urban and rural seat belt usage. In these jurisdictions, social and demographic barriers to rural seat belt usage appear to have been narrowed or overcome. Anecdotal evidence indicates that jurisdictions, including Quebec, Nova Scotia, and New Brunswick appear to have been most successful in bridging this gap. It would be helpful to discuss with education and enforcement representatives from these jurisdictions, and any other where the gap between urban and rural seat belt usage is small or non-existent, what measures they have undertaken to achieve their success, in order that these successful measures can be replicated elsewhere.

RECOMMENDATION #6

To increase the perceived risk of apprehension for the non-use of occupant restraints, jurisdictions should refocus their enforcement efforts to ensure that they are as effective as possible. Enforcement has been proven to be an important cornerstone in efforts to increase seat belt compliance and by increasing the visibility of enforcement, the perceived risk of being stopped/apprehended is augmented which in turn, will increase compliance. High visibility seat belt checks by police, supported by public education such

as news releases, media interviews and community outreach, can significantly enhance the public's perception of police efforts to increase occupant restraint compliance.

2001:

In 2001, all but one jurisdiction carried out Selective Traffic Enforcement Programs (STEPS). Most of the STEPs conducted were province/territory wide. The main method of enforcement for STEP programs was roadside check stops (RSCS), with 10 jurisdictions using these as their primary method of seat belt enforcement. The other methods of seat belt enforcement used were primary enforcement (PE) and secondary enforcement (SE).

All of the jurisdictions which conducted STEP programs in 2001 targeted occupant restraint use. All jurisdictions targeted seat belt use and the vast majority also targeted child passenger safety and impaired driving. A slightly smaller number, though still a majority of jurisdictions, also targeted high-risk drivers in their STEPs. Notably several jurisdictions also focussed STEPs on motor vehicle inspections and stop signs.

The following chart outlines the type of STEP programs conducted by each jurisdiction in 2001 and the main method(s) of enforcement they used:

Jurisdiction	Province/ Territory wide	Regional	Local	Main enforcement method for STEPs
Alberta		X		RSCS
BC	X		X	RSCS, PE
Manitoba	X			RSCS
N.W.T.	n/a			n/a
New Brunswick	X	X	X	RSCS, PE, SE
NFLD	X			RSCS
NS	X			RSCS
Ontario	X			PE
PEI		X		RSCS
Quebec	X			RSCS
Saskatchewan	X	X	X	RSCS
Yukon			X	RSCS
TOTAL	8	4	4	RSCS:10, PE:3, SE:1

In 2001, for the five jurisdictions that were able to provide this statistic, the total number of vehicles stopped during occupant restraint focussed STEPs was 1,639,115. The average percentage of total registered vehicles that were stopped/checked in these jurisdictions was 9.6%. This means that on average, Canadian drivers had a 1 in 10 chance of being stopped/checked for occupant restraint use and through this being charged for an infraction. The average percentage of total registered vehicles that were stopped/checked by jurisdictions increased from 6.2% of vehicles having been checked in 1999. In 1999, a Canadian driver therefore had on average only a 1 in 16 chance of being stopped/checked for occupant restraint use.

Enforcement programs which lay seat belt charges while focussing on other checks (such as B.C.'s CounterAttack program which focuses on impaired driving) have not been included in this report, although their contribution to occupant restraint compliance should still be noted.

The following chart shows the number of vehicles stopped/checked for occupant restraint use and the number charges laid for occupant restraint offences by jurisdiction in 2001:

Jurisdiction	Vehicles Stopped/Checked		Adult Offences During a Blitz**	Adult Offences per Year	Child Restraint Offences per Blitz**	Child Restraint Offences per Year
	Number*	Percent of Total Vehicles				
Alberta	n/a	n/a	n/a	75,711	n/a	4,002
B.C.	n/a	n/a	5,257	n/a	82	n/a
Manitoba	n/a	n/a	n/a	9,945	n/a	652
Nova Scotia	317	0.1%	n/a	3,694	n/a	96
New Brunswick	140,000 (est.)	30.6%	n/a	3,800 (est.)	n/a	n/a
NFLD	5,000 (est.)	1.5%	n/a	n/a	n/a	n/a
NWT	n/a	n/a	n/a	n/a	n/a	n/a
Ontario	1,280,404***	17.5%***	17,503	n/a	177	n/a
PEI	n/a	n/a	n/a	n/a	n/a	n/a
Quebec	n/a	n/a	n/a	n/a	n/a	n/a
Sask.	n/a	n/a	n/a	13,407	n/a	727
Yukon	762	2.9%	n/a	100	n/a	3
TOTAL	1,639,115	Avg.: 9.6%	22,760	106,657	259	5,480

* This totals both passenger and commercial vehicles stopped/checked.

** This totals both charges laid and warnings issued during a blitz.

*** In Ontario, the number of vehicles stopped/checked and the percentage of total vehicles checked refer to Ontario Provincial Police (OPP) numbers only. For 2001, municipal enforcement numbers were not available for Ontario.

2002:

In 2002, all jurisdictions conducted some form of STEP. As in 1999 and 2001, the majority of STEP programs conducted in 2002 remained province/territory wide. Again as in 2000 and 2001, the main method of enforcement for STEP programs was roadside check stops (RSCS) with 10 jurisdictions using these as their main enforcement method. Four jurisdictions also used primary enforcement (PE) as either their sole principal enforcement method or in addition to road side check stops and one jurisdiction used secondary enforcement (SE) in addition to the other two as a main enforcement method during STEPs.

All of the STEP programs conducted in 2002 except for one targeted occupant restraint use. All of those which targeted occupant restraint use focussed on seat belt use and all but one of this group also focussed on child passenger safety. The vast majority of jurisdictions also targeted high-risk drivers and impaired driving. Notably, several jurisdictions also focussed STEPs on intersection safety and management.

The following chart outlines the type of STEP programs conducted by each jurisdiction in 2002 and the main method(s) of enforcement they used:

Jurisdiction	Province/ Territory wide	Regional	Local	Main enforcement method for STEPs
Alberta		X		RSCS
BC			X	RSCS, PE
Manitoba	X			RSCS
N.W.T.		X		RSCS
New Brunswick	X	X (RCMP districts)	X	RSCS, PE, SE
NFLD	X			RSCS
NS	X			RSCS
Ontario	X			PE
PEI		X		RSCS
Quebec	X			RSCS
Saskatchewan	X	X	X	RSCS
Yukon			X	PE
TOTAL	7	5	4	RSCS:10, PE:4, SE:1

In 2002, for the seven jurisdictions that were able to provide this statistic, the total number of vehicles stopped during occupant restraint focussed STEPs was 1,797,504. The average percentage of total registered vehicles that were stopped/checked was 9.9%. This is a slight increase from the average of 9.6% of vehicles checked in 2001 and means that on average in 2002, Canadian drivers still had a 1 in 10 chance of being stopped/checked for occupant restraint use.

The following chart shows the number of vehicles stopped/checked for occupant restraint use and the number charges laid for occupant restraint offences by jurisdiction in 2002:

Jurisdiction	Vehicles Stopped/Checked		Adult Offences During a Blitz**	Adult Offences per Year	Child Restraint Offences per Blitz**	Child Restraint Offences per Year
	Number*	Percent of Total Vehicles				
Alberta	n/a	n/a	n/a	60,030	n/a	3,603
B.C.	n/a	n/a	4,159	n/a	46	n/a
Manitoba	n/a	n/a	n/a	7,964	n/a	450
Nova Scotia	444	0.1%	73	8,564	n/a	130
New Brunswick	140,000 (est.)	31.4%	n/a	n/a	n/a	n/a
NFLD	5,500 (est.)	1.7%	n/a	n/a	n/a	n/a
NWT	585	2.2%	110	140	12	25
Ontario	1,473,207***	21.0%***	26,854	n/a	n/a	n/a
PEI	n/a	n/a	n/a	n/a	n/a	n/a
Quebec****	N/a	n/a	n/a	n/a	n/a	n/a
Sask.	/a	n/a	n/a	11,867	n/a	714
Yukon	2345	8.8%	n/a	993	n/a	13
TOTAL	1,797,504	Avg.: 9.9%	31,196	89,558	58	4,935

* This totals both passenger and commercial vehicles stopped/checked.

** This totals both charges laid and warnings issued during a blitz.

*** In Ontario, the number of vehicles stopped/checked and the percentage of total vehicles checked refer to Ontario Provincial Police (OPP) numbers only. For 2001, the municipal enforcement number of vehicles stopped/checked was 141,991. This number has not been added to the OPP figure though in order to keep it consistent with Ontario's 2001 statistics when the municipal figure was not available.

****STEPS were used in QC, however, none were specific to seat belt usage.

COMMENTARY:

As no definite annual percentages of seat belt usage/non-usage exist for the Canadian population - Transport Canada has only provided seat belt usage/non-usage rates of either an urban or rural nature in each of the past two years - it is not possible to determine the likelihood of a vehicle containing a seat belt offender being stopped/checked.

RECOMMENDATION #7

To encourage the involvement of enforcement in combined types of enforcement programs, such as the Safe and Sober Program in the U.S. where police officers enforce seat belt and drinking and driving laws within the same campaign (in line with STRID Strategy).

Increasingly, enforcement activities are moving toward combined activities. Operation Impact is an example of a program which has moved, from its original focus on seat belt use alone, to a combination that identifies seat belt non-compliance with other high risk behaviour, including drinking and driving.

As these programs become more common, it will be easier to capture and compile data on combined programs.

Jurisdictions, continue working with traffic law enforcement agencies to develop and implement focused STEP activities on high-risk drivers to increase and/or maintain seat belt and child restraint use, and to encourage officers to ticket violators on a continuous basis.

COMMENTARY

To support such initiatives, enhanced training packages on traffic safety enforcement, supported by instructions to recruits and front-line officers, would be beneficial. In the past, CCMTA has been tasked with this; CCMTA can provide a natural link in approaching the Canadian Association of Chiefs of Police to co-ordinate the development and implementation of police training in these issues across the country.

It is anticipated that efforts associated with the planning for National Road Safety Week in 2003, which included representation by NORP and CCMTA personnel, as well as road safety professionals and police, can serve as a guide for further co-operative activities.

RECOMMENDATION #8

Each jurisdiction continue activities with enforcement, education and legislative changes that encourage the use of seat belts and child car seats including sharing of resources and information among jurisdictions, and evaluating current programs so that other jurisdictions can gain information about program effectiveness and move toward a unified voice across the country with regard to seat belt and child car seat use.

Several jurisdictions have developed and marketed new resources and shared these with other jurisdictions. The following table lists public education materials created or updated in 2001 by the provinces and territories to promote child occupant restraint use:

Jurisdiction	Item	Target	Distribution Methods
Alberta	AORP updates all materials annually.	All materials target children to adults.	The AORP co-ordinator distributes all materials to key contacts in enforcement and health throughout the province. Many materials are also available on Alberta's saferoads.com website.
British Columbia	Child seat "ease of use" ratings; "Buying a Better Child Seat" and "Kids Can't Wait to Grow Up. Booster Seats Help Make that Happen" brochures.	Parents purchasing child car seats.	ICBC website, ICBC Claim and Driver Service Centres, public health agencies, and BCAA/ICBC program.
Manitoba	A new seat belt brochure and poster were created.	n/a	Daycares, police, hospitals, public health nurses, claim centres, brokers.
Prince Edward Island	Radio, print, brochures	Parents	Radio, print, brochures

Jurisdiction	Item	Target	Distribution Methods
Quebec	The education toolkit "Une place pour moi" was updated and re-edited. In 2001, 10,000 copies were prepared.	It focuses on children aged 2 –4 who attend childcare, day care or kindergarten. It aims to make the young children aware of their proper seating position in the car and to get them to talk their parents into taking responsibility for child safety. It suggests a number of activities that can be carried out by educators throughout the year and proposes effective means for reaching parents.	- A letter, folder and an order form were sent to childcare centres across Quebec. The toolkits were sent upon the receipt of the order form and a small shipping and handling fee (\$5.57). - Information on how to obtain certain public education and outreach materials could also be obtained on the Societe's website.
Saskatchewan	Poster	Aboriginal community.	Through band offices and public health nurses.
Transport Canada	<p><u>Updated:</u> 1) "Keep Kids Safe: Car Time 1-2-3-4" brochure which provides info on child safety in vehicles</p> <p><u>New:</u> 2) "How to Protect Children in Vehicles with Side Air Bags" (February 2001): a fact sheet on child safety in vehicles with side air bags</p> <p>3) "Car Time - Stage 3 Safe Travel in a Booster Seat" (March 2001): a fact sheet on booster seat safety</p> <p>4) "Car Time – Stage 4 Safe Travel in a Seat Belt" (March 2001): a fact sheet on seat belt safety for children and adults</p>	<p>1) general public, parents of young children</p> <p>2) general public, parents of young children, instructors, health/safety professionals</p> <p>3) general public, parents of young children.</p> <p>4) general public, parents.</p>	<p><u>All:</u> 1-800 number, Health Canada, Transport Canada, all new items are downloadable from website; health/ safety practitioners and volunteers at car seat clinics, displays, exhibits, pre-natal classes, parenting classes.</p>

The following table lists public education materials created or updated in 2002 by the provinces and territories to promote child occupant restraint use:

Jurisdiction	Item	Target	Distribution Methods
Alberta	AORP updates all materials annually.	All materials target children to adults.	The AORP co-ordinator distributes all materials to key contacts in enforcement and health throughout the province. Many materials are also available on Alberta's saferoads.com website.
British Columbia	Q&A's on LUAS, Tethers, Special Needs, CPS.	n/a	ICBC website, through ICBC points of service and Loss Prevention Staff, health agencies, active CPS firefighters and through the BCAA/ICBC CPS program including the toll-free info line.
Manitoba	Program is now certified through SJA. Materials are national.	n/a	Daycares, police, hospitals, public health nurses, claim centres, brokers.
Nova Scotia	Created: booster seat colouring book; Pharmasave Child Seat Check List; One Size Fits All. Updated: "Buckle Up" Seat Belt Stickers	Children and parents	Mailed out to schools, community service groups, police (municipal and RCMP), Union of Nova Scotia Municipalities, fire departments and car dealerships
Prince Edward Island	Radio, print	Parents	Radio, print

Jurisdiction	Item	Target	Distribution Methods
Quebec	<p>All education and awareness materials on child car seats were updated following the 2002 fall amendment to section 397 of the Highway Safety Code. This amendment changed the criteria for mandatory child seat use to being based on height [less than 63cm] rather than age [less than 5 years old] as it had been previously.)</p> <p>New folder called "Secure Them for Life"; new posters on child car seat use; new documentation for child restraint clinics (clinic organization guide, training checklist, securing child safety seats, etc.)</p>	General public, persons directly concerned with child safety.	<p>- Wide-scale mailing to target audience (people working with young children).</p> <p>- Distributed at: fairs, exhibitions and shows, child restraint clinics and training sessions for organizers of child restraint clinics.</p> <p>- Child car seat information was also made available online at the SAAQ web site.</p>

Use of the Internet has allowed greater access to information and opportunities for networking. The following jurisdictions indicated they have Web sites and information on child restraints and/or links to child restraint information:

Alberta: www.trans.gov.ab.ca

British Columbia: www.icbc.com

Manitoba: www.mpi.mb.ca

New Brunswick: www.gnb.ca/0276/index.htm

Newfoundland: www.gov.nf.ca

Northwest Territories: www.gov.nt.ca/Transportation/index.html

Nova Scotia: www.gov.ns.ca

Ontario: www.mto.gov.on.ca

Prince Edward Island: www.gov.pe.ca

Quebec: www.saaq.gouv.gc.ca

Saskatchewan: www.sgi.sk.ca

Yukon: www.gov.yk.ca/community/motorvehicles/index/mtmldrv08 (seat belt/child restraint info)

Transport Canada: www.tc.gc.ca

COMMENTARY:

Evaluation of program and material effectiveness can and should be improved, in order to ensure that resources are allocated to programs and materials that have the greatest chance of success. However, anecdotal information still indicates that resources for program development and implementation are more easily accessed than resources for evaluation.

RECOMMENDATION #9

Occupant restraint usage is an important component of road user safety. The recommendations contained in Appendix IV are designed to help jurisdictions improve passenger safety.

RECOMMENDATION #10

The usefulness of the annual NORP survey relies on the thoroughness of the responses submitted by all jurisdictions. Appendix V illustrates statistics which jurisdictions should endeavour to provide for future NORP surveys so that an accurate picture of the country as a whole can be obtained.

INFORMATION ITEM: RURAL SEAT BELT USE

As rural seat belt use has become a recent area of focus for NORP 2010, and with Transport Canada undertaking a national rural seat belt survey for the first time in 2002, some preliminary information on rural seat belt use programs and initiatives was gathered for this report.

Definitions of “rural” vary. Some jurisdictions use the same definition as contained in the National Collision Database. Others use the term “areas outside the boundary of a municipality”.

Many jurisdictions have occupant restraint programs that are delivered in rural areas. Other jurisdictions have STEP programs and offer child seat clinics in rural areas through road safety officers, public health and police. The following shows how jurisdictions are currently involved in delivering programs to rural areas:

In Alberta, the RCMP currently target rural/urban areas through the Alberta Occupant Restraint Program, including a series of STEP campaigns, education and awareness programs. A rural seat belt survey was conducted in 2001 in Alberta. The survey indicated that restraint use was much lower in rural areas than those in urban areas. Alberta also operates its “Think...Think Again” program in rural areas.

Transport Canada delivers rural information through partnerships with Health Canada, Agriculture, Agri-Food Canada and the Canadian Association of Chiefs of Police.

Interestingly, a number of jurisdictions which do not have programs targeted specifically at the rural population have been noted, for several years, as having high rural seat belt usage. These include Quebec, Nova Scotia and New Brunswick. It would be useful to investigate the factors that contribute to these jurisdictions’ success in achieving high rural seat belt usage: is it that the interventions these jurisdictions have implemented are effective, or are there demographic factors in the population which affect attitudes to seat belt compliance?

APPENDIX I:

Number of Children Aged 0-4 Killed or Injured as Passengers in Motor Vehicles by Jurisdiction (1990 – 2002)

Year	Jurisdiction	Deaths	Injuries	% Restrained Correctly	Population of Age Group
1990	Alberta	7	302	80.2	210,200
	British Columbia	6	528	33.4	224,000
	Manitoba	4	192	n/a	85,773
	New Brunswick	4	118	n/a	n/a
	Nova Scotia	2	71	n/a	n/a
	Northwest Territories	0	3	0	7,330
	Newfoundland	0	33	n/a	n/a
	Ontario	20	1,645	25	604,200
	Quebec	11	778	n/a	429,180
	Saskatchewan	2	138	60	80,907
	Prince Edward Island	n/a	n/a	n/a	n/a
	Yukon	0	3	n/a	2,537
	TOTAL	56	3,811		1,644,127
1991	Alberta	3	352	78.9	213,100
	British Columbia	2	482	34.3	226,000
	Manitoba	1	222	84.3	85,852
	New Brunswick	3	107	n/a	n/a
	Nova Scotia	3	85	n/a	n/a
	Northwest Territories	0	4	0	7,370
	Newfoundland	1	336	n/a	n/a
	Ontario	13	1,478	15	726,300
	Quebec	5	746	n/a	453,934
	Saskatchewan	1	109	60.9	79,066
	Prince Edward Island	n/a	n/a	n/a	n/a
	Yukon	0	7	n/a	2,584
	TOTAL	32	3,928		1,794,206
1992	Alberta	6	295	81.3	212,200
	British Columbia	1	501	41	229,500
	Manitoba	2	227	77.7	85,580
	New Brunswick	1	100	n/a	n/a
	Nova Scotia	2	73	n/a	n/a
	Northwest Territories	0	4	0	7,410
	Newfoundland	0	36	n/a	n/a
	Ontario	21	1,519	38	743,100
	Quebec	9	763	n/a	466,015
	Saskatchewan	1	133	65.7	77,994
	Prince Edward Island	n/a	n/a	n/a	n/a
	Yukon	0	4	n/a	2,742
	TOTAL	43	3,655		1,824,541

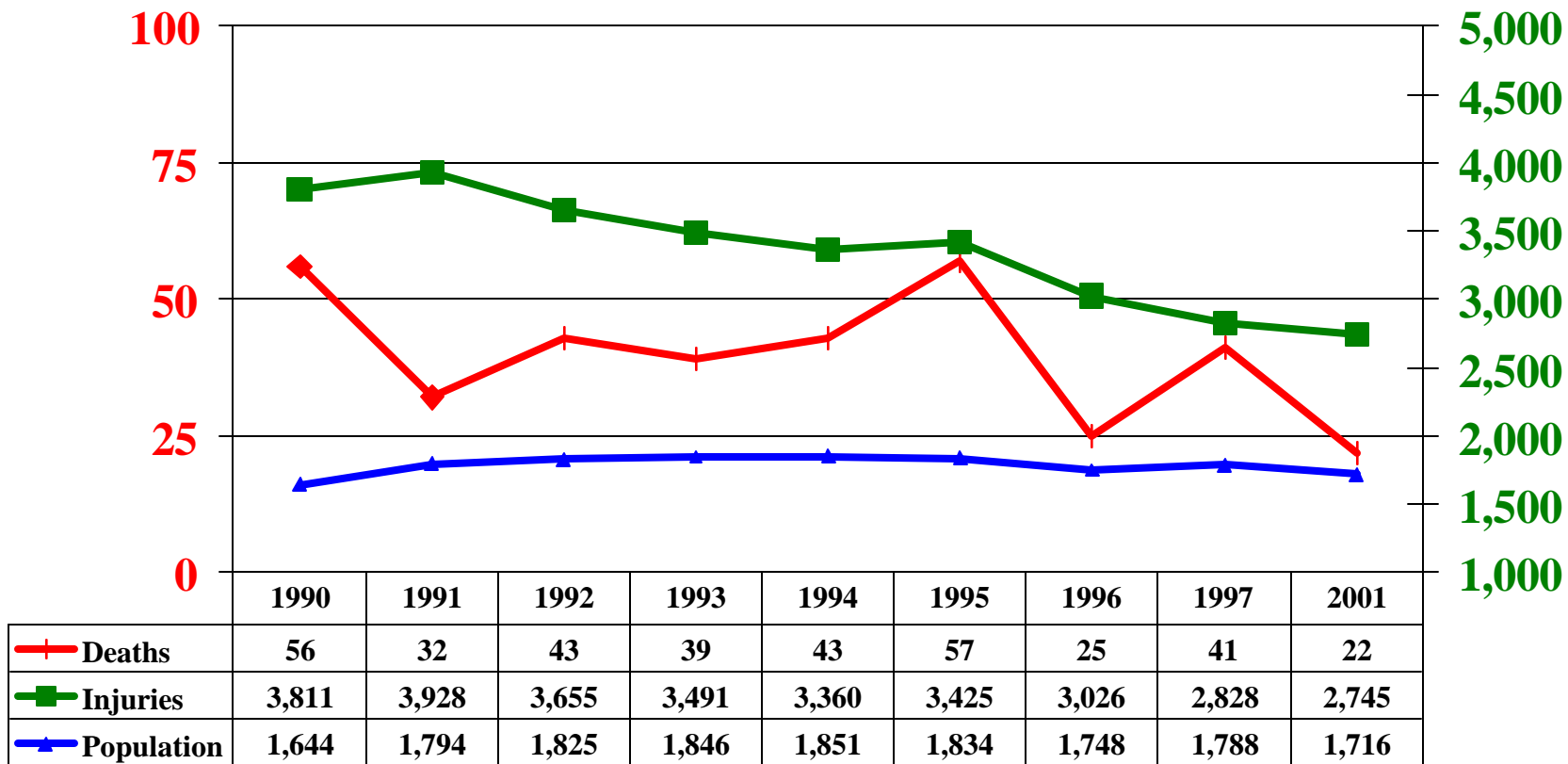
Year	Jurisdiction	Deaths	Injuries	% Restrained Correctly	Population of Age Group
1993	Alberta	4	296	86.3	211,300
	British Columbia	12	476	41	234,100
	Manitoba	0	215	79.9	85,567
	New Brunswick	3	93	n/a	n/a
	Nova Scotia	0	75	n/a	n/a
	Northwest Territories	0	6	0	7,450
	Newfoundland	0	22	n/a	n/a
	Ontario	12	1,458	41	753,000
	Quebec	8	737	n/a	474,670
	Saskatchewan	0	106	78.3	77,149
	Prince Edward Island	n/a	n/a	n/a	n/a
	Yukon	0	7	n/a	2,626
	TOTAL	39	3,491		1,845,862
1994	Alberta	4	294	84.0	207,900
	British Columbia	6	495		238,300
	Manitoba	3	151	84.7	85,548
	New Brunswick	1	74		
	Nova Scotia	3	83	n/a	n/a
	Northwest Territories	1	1	0	7,490
	Newfoundland	0	24	n/a	n/a
	Ontario	13	1,443	38	756,749
	Quebec	8	682	n/a	476,893
	Saskatchewan	4	109	70.8	75,615
	Prince Edward Island	n/a	n/a	n/a	n/a
	Yukon	0	4	n/a	2,478
	TOTAL	43	3,360		1,850,973
1995	Alberta	10	336	86.5	203,213
	British Columbia	6	490	40.7	240,700
	Manitoba	1	140	87.3	84,818
	New Brunswick	2	74	n/a	n/a
	Nova Scotia	0	78	n/a	n/a
	Northwest Territories	0	2	0	7,530
	Newfoundland	1	20	n/a	n/a
	Ontario	20	1,454	25	751,925
	Quebec	10	727	n/a	470,642
	Saskatchewan	5	102	69.2	72,907
	Prince Edward Island	n/a	n/a	n/a	n/a
	Yukon	2	2	n/a	2,455
	TOTAL	57	3,425		1,834,190
1996	Alberta	2	312	n/a	216,200
	British Columbia	2	368	38.6	242,355
	Manitoba	3	140	n/a	82,867
	New Brunswick	0	59	n/a	n/a
	Nova Scotia	1	65	n/a	n/a
	Northwest Territories	0	8	n/a	4,285
	Newfoundland	0	9	n/a	n/a
	Ontario	6	1,277	50	747,004
	Quebec	9	682	-	460 378
	Saskatchewan	2	92	69.1	72,542
	Prince Edward Island	0	10	n/a	n/a
	Yukon	0	4	n/a	2,456
	TOTAL	25	3,026		1,748,220

Year	Jurisdiction	Deaths	Injuries	% Restrained Correctly	Population of Age Group
1997	Alberta	5	315	n/a	197,407
	British Columbia	4	291	42.5	240,593
	Manitoba	0	104	n/a	80,764
	New Brunswick	2	63	n/a	n/a
	Nova Scotia	0	64	n/a	n/a
	Northwest Territories	1	6	n/a	4,135
	Newfoundland	0	19	n/a	n/a
	Ontario	16	1,171	50	742,083
	Quebec	7	679	37.3	450 197
	Saskatchewan	6	91	67.0	70,765
	Prince Edward Island	0	20	n/a	n/a*
	Yukon	0	5	n/a	2,358
	TOTAL		41	2,828	
1998	Alberta	n/a	n/a	n/a	n/a
	British Columbia	3	290	43.9	235,928
	Manitoba	2	100	n/a	78,548
	New Brunswick	n/a	n/a	n/a	n/a
	Nova Scotia	n/a	n/a	n/a	n/a
	Northwest Territories	0	6	n/a	3,884
	Newfoundland	n/a	n/a	n/a	n/a
	Ontario	n/a	n/a	n/a	726,069
	Quebec	7	662	n/a	441 617
	Saskatchewan	0	91	78.0	69,132
	Prince Edward Island	n/a	n/a	n/a	n/a
	Yukon	0	1	n/a	2133
	TOTAL		12	1,150	
1999	Alberta	n/a	n/a	n/a	n/a
	British Columbia	3	285	43.5	229,977
	Manitoba	n/a	n/a	n/a	n/a
	New Brunswick	n/a	n/a	n/a	n/a
	Nova Scotia	n/a	n/a	n/a	n/a
	Northwest Territories	0	1	n/a	n/a
	Newfoundland	n/a	n/a	n/a	n/a
	Ontario	n/a	n/a	n/a	709,868
	Quebec	5	711	32	435 464
	Saskatchewan	2	102	68.3	67,905
	Prince Edward Island	n/a	n/a	n/a	n/a
	Yukon	n/a	n/a	n/a	2,036
	TOTAL		7	1,099	
2000	Alberta	n/a	n/a	n/a	n/a
	British Columbia	3	260	50.6	223,300
	Manitoba	n/a	n/a	n/a	n/a
	New Brunswick	n/a	n/a	n/a	n/a
	Nova Scotia	n/a	n/a	n/a	n/a
	Northwest Territories	0	4	90	3,618
	Newfoundland	n/a	n/a	n/a	n/a
	Ontario	n/a	n/a	n/a	726, 069
	Quebec	4	762	n/a	430,112
	Saskatchewan	2	68	64.3	65,184
	Prince Edward Island	n/a	n/a	n/a	n/a
	Yukon	0	16	n/a	n/a
	TOTAL		9	1,110	

Year	Jurisdiction	Deaths	Injuries	% Restrained Correctly	Population of Age Group
2001	Alberta	5	272	91.0%	192,325
	British Columbia	1	229	87.0%	103,900
	Manitoba	0	127	n/a	70,675
	New Brunswick	0	82	n/a	n/a
	Nova Scotia	0	59	n/a	n/a
	Northwest Territories	0	4	50.0%	3,139
	Newfoundland	0	28	n/a	n/a
	Ontario	11	1,058	74.6%	n/a
	Quebec	5	776	n/a	383,071
	Saskatchewan	0	72	80.6%	62,992
	Prince Edward Island	0	21	n/a	n/a
	Yukon	0	17	n/a	1,786
	TOTAL		22	2,745	Average: 76.6%
2002	Alberta	n/a	n/a	n/a	n/a
	British Columbia	0	214	91.0%	101,200
	Manitoba	n/a	n/a	n/a	n/a
	New Brunswick	n/a	n/a	n/a	n/a
	Nova Scotia	0	39	n/a	n/a
	Northwest Territories	0	6	67.0%	3,032
	Newfoundland	n/a	n/a	n/a	n/a
	Ontario	n/a	n/a	n/a	n/a
	Quebec	6	795	n/a	373,191
	Saskatchewan	2	64	66.7%	61,613
	Prince Edward Island	0	0	n/a	n/a
	Yukon	0	15	n/a	1,710
	TOTAL		8	1,133	Average: 74.9%

APPENDIX II:

Children Aged 0 – 4 Killed or Injured Across Canada (1990 – 1997 as compared with 2001)*



* The years 1998, 1999, 2000 and 2002 have not been included on this graph as there were not enough responses from the jurisdictions for these years to make the statistics accurate.

** Population is shown in thousands.

Compiled May 2003

APPENDIX III:
Jurisdictional Information
2001

Jurisdiction	Number of Registered Vehicles	Number of Licensed Drivers	Total Population	Annual Government Budget on Road Safety*	Percent of Spending on Occupant Restraints**	Occupant Restraint Budget Change from 97/98
AB	2,260,047	2,284,935	3,064,249	n/a	(\$210,000 to support AORP)	n/a
BC	2,936,418	2,771,180	4,095,000	\$48,107,711	1-2% (est.)	=
MB	702,402	710,456	n/a	n/a	n/a	n/a
NB	457,801	530,816	755,000 (est.)	\$110,000	10%	↓
NS	568,422	632,027	942,691	n/a	n/a	n/a
NL	325,867	340,715	533,800	n/a	30%	n/a
NT	25,028	27,148	41,226	\$10,000	25%	↓
ON	7,336,574	8,266,616	12,000,000	n/a	\$50,000	↑
PE	82,638	108,985	135,294	n/a	n/a	n/a
QC	4,201,912	4,545,461	7,399,933	n/a	n/a	n/a
SK	864,645	665,760	1,017,087	\$9,091,000	n/a	n/a
YT	26,098	21,884	30,418	\$18,000	20%	↓
TOTAL	19,787,852	20,905,983	30,014,698***	\$57,336,711	Average: 17.3%	Average: Decrease

* Indicates spending on education and awareness including salaries and wages.

** Indicates percent of annual spending on education and awareness that is specifically used for occupant restraints.

*** Statistics Canada reports Canada's 2001 population as **30,921,275**

Compiled May 2003

APPENDIX III: Jurisdictional Information (cont'd)

2002

Jurisdiction	Number of Registered Vehicles	Number of Licensed Drivers	Total Population	Annual Government Budget on Road Safety*	% of Spending on Occupant Restraints**	Occupant Restraint Budget Change From 2001
AB	2,310,387	2,334,843	3,111,447	n/a	(\$235,000 to support AORP)	↑
BC	2,474,762	2,802,827	4,132,900	\$29,834,040	3-4% (est.)	↑
MB	n/a	715,793	n/a	n/a	n/a	n/a
NB	445,320	535,824	756,000	\$110,000	10%	=
NS	569,957	661,623	942,968	n/a	n/a	n/a
NF	325,871	338,962	531,600	n/a	30%	n/a
NT	26,376	27,748	41,403	\$10,000	25%	=
ON	7,008,475	8,413,497	12,000,000	n/a	\$80,000	↑
PE	n/a	n/a	n/a	n/a	n/a	n/a
QC	4,300,883	4,600,819	7,455,208	n/a	n/a	n/a
SK	870,752	666,374	1,011,808	\$10,293,500	n/a	n/a
YT	26,781	22,207	29,960	\$18,000	20%	=
Total	18,359,564	21,120,517	30,013,294***	\$40,265,540	Average: 17.7%	Average: Increase

* Indicates spending on education and awareness including salaries and wages.

** Indicates percent of annual spending on education and awareness that is specifically used for occupant restraints.

*** Statistics Canada reports Canada's 2002 population as **31, 240,487**

Compiled May 2003

Appendix IV:

Areas Where Jurisdictions Can Achieve the Best Improvements in Occupant Protection

Jurisdiction	Remove Seat Belt Exemptions	Introduce Booster Seat Legislation	Introduce or Increase Demerit Points for Seat Belt Non-use	Increase Fines for Seat Belt Non-use
AB			(for adults)	
BC				
MB				
NB				
NL				
NT				
NS				
ON				
PE		(under review)		
QC				
SK				
YT				

Last updated: June/03

Appendix V:

Statistics Which Jurisdictions Should Endeavour to Provide for Future NORP Surveys

A on the table indicates that a particular statistic was not provided by the jurisdiction in either 2001 or 2002.

Jurisdiction	Enforcement:	Fines:	Occupant Restraint Offences:				Jurisdictional Information:			
	# of Police Officers Involved in Traffic Enforcement *	Fine Range	# of Vehicles Stopped/Checked During STEPs**	Adult Offences During a Blitz***	Adult Offences per Year	Child Restraint Offences During a Blitz***	Child Restraint Offences per Year	Total Population	Annual Government Budget on Road Safety ****	% of Spending on Occupant Restraints *****
AB										
BC										
MB										
NB										
NL										
NT										
NS										
ON										
PE										
QC										
SK										
YT										

* Please indicate whether the officers are: municipal, regional, provincial, RCMP, or other.

** This totals both passenger and commercial vehicles stopped/checked during occupant restraint focused STEPs (Selective Traffic Enforcement Programs).

*** Total refers to both charges laid and warnings issued during a blitz.

**** Indicates spending on education and awareness including salaries and wages.

***** Indicates percent of annual spending on education and awareness that is specifically used for occupant restraints.

Last updated: June/03

Appendix VI: Fine & Demerit Point Table (updates are in bold)

Jurisdiction	Fine Range	Fines for Non-use of Seat Belts	Points for Non-use of Seat Belts	Regular Driver			New Driver Conditions		
				Points to Warning	Points to Interview	Points to Suspension	Points to Warning	Points to Interview	Points to Suspension
AB	\$50 - \$500	\$100 + \$15 (May 20, 2003)	Adults 0, New Drivers – GDL only 2	8	n/a	15	GDL 4	n/a	GDL 8
BC		\$75 + \$11	0	9-14	15-19 (probation letter)	20+ intent to prohibit	2-3*	2-3*	4-6 1 month prohibition*
MB		\$67 + \$33	0	4	6	**	n/a	n/a	n/a
NB	\$84 - \$1000	\$84	1	7	n/a	10	n/a	n/a	4
NF	\$45 - \$100	\$45	2	6 & 9	n/a	12	3	n/a	6
NS		\$128.75 (which includes all costs)	2	4	6 – 9: advisory letter (with re-exam for at-fault collision)	10	3 (Optional)	4 (2 for Learner's License)	6 (4 for Learner's Licence)
NT		\$100	2	8	12	15	n/a	n/a	n/a
ON	\$40 - \$200	\$90 + \$20	2	6	9	15	2	6	9
PE	\$50 - \$200	\$100 + \$10	0	6,7,8	9,10,11	12	3,4,5	Susp. Level	6+ (1 st year) 9+ (2 nd year)
QC	\$80 - \$100	\$80	3	7	n/a	15	n/a	n/a	4
SK		\$105	3 (for new driver sanctions, considered one "low risk" conviction)	9-14	15-19	at least 20	one "low risk" conviction	one "high risk" or two "low risk" conditions	n/a
YT		\$75	4	8-11	n/a	15	4	n/a	7

* New Driver Conditions (within 2 yrs), one 12 hr or 24 hr suspension=1 month driving prohibition; 2 or more suspensions = 1 year driving prohibition

** Driver called in for a show cause based on seriousness of record. Automatic show cause for (speeding over 49K, disobey peace officer; careless driving; racing a motor vehicle; fail to remain).

GDL: Graduated Driver's License (Alberta)

Last updated: May 2003

Appendix VII: NORP - Child Restraint Exemptions Table (updates are in bold)

Exemption in place (*)		BC	ALTA.	SASK	MAN.	ONT.	QUE	N.S.	P.E.I.	N.B.	NFLD.	YU.	NWT.
Registration:	-Driver not licensed in the province	*											
	-Vehicle registered in another jurisdiction				1	*		1	1	*			*
	-Registered to someone other than parent/guardian	7		7	2	7		2	7				7
	-Non-resident under 9 kg/rental vehicle												
	-non-resident												
Driver of vehicle in which seat belt not required:		*		*	*		*				*	*	
Driver of rental vehicle:	-Rental less than 14 days		*										
	-Rental less than 21 days				*								
	-Rental less than 30 days	*											
	-Short-term					*							*
Taxi (child in/driver of):		*	*	*	*	8	14	*	*	*		*	*
Peace/police officer on duty:		*				*		*					
Medical and Physical:		10		15	*	*		10	*	*	*	13	
Seat belt not available to passenger:		*	*	*	*	*		*		*	*	*	
Vehicle manufactured prior to a certain date:		12/63		12	1971	1974		1971	1971	1970	1971	1965	
Emergency vehicle:		*	*	12								*	
Ambulance (if seat belt not available):		*		*		9							*
Day care pre-school activity:		7,12		12									
Bus (for hire):		*		12		*						*	
Motor-home:		12		12								*	
Legislation enacted:		Mar.1 85	Nov.13 84	Nov.1 83	Jan.1 84	11/1/82 11/1/83 10/16/89	Jan.1 85	1985	Jul.1 87	Nov.1 84	Jul.1 82	Sep.1 87	Apr.1 88

- 1) Vehicle registered in jurisdiction which does not require the use of child restraint systems
- 2) Vehicle is not equipped with child restraint system
- 3) Transporting someone in care or custody (Manitoba)
- 4) Conducting specific work activities when riding in rear of ambulance
- 5) Exemption extends only 21 days
- 6) May be waived if a child restraint is purchased
- 7) Children between 9-18 kg in vehicle other than parent/guardian may use lap belt
- 8) Children under 18 kg only
- 9) In rear compartment if under 18 kg
- 10) Providing a letter of exemption is issued from a qualified medical practitioner

- 11) Motor vehicles used to transport children in connection with day care, or pre-school program
 - a) The casual or occasional transportation (infant and toddlers)
 - b) Day care of pre-school activities
- 12) If seat belt not available
- 13) Temporary exemptions only. No permanent exemptions given
- 14) In a moving taxi, the child must be restrained by the seat belt with which the seat is equipped
- 15) The administrator may exempt a person if satisfied s/he is unable to wear a seat belt assembly

Last updated: May 2003

Appendix VIII: NORP - Seat Belt Exemptions Table (updates are in **bold**)

Exemption in Place (*)		B.C.	ALTA.	SASK	MAN.	ONT.	QUE.	N.S.	P.E.I.	N.B.	NFLD.	YU.	N.W.T
All drivers:	-Driving in reverse	*	*	*	*	*	*	*	*	*	*	*	
Medical:	-Requiring medical certificate/time limited	*	*	1	*	*	*	1	*	*	*	*	
	-Physical characteristics: size or build	*	*	1	*	*	*	*		*	*	*	
Emergency:	-Police - on duty or in performance of duty	*			*			*			9		
	-Transporting someone in care/custody	*	*	*	*	*		*			*		*
	-Unless protected												
Firefighters:	-While in or on a fire truck							*	*				
	-If not occupying position with seat belt available			*		3					*		
	-In emergency				*								
Ambulance attendants:						4							4
	-When carrying patient		*		*			*	*			4	
	-If not occupying position with seat belt available			*									
	-In emergency				*								
Persons in custody/under arrest:		*	*		*	*		*			*		*
Delivery route drivers:	-Frequent stops								*				
	-Frequent stops and speed under 40 km/h	*	*	*	*	*				*	5	8	
	-Canada Post employees on rural mail delivery					*				*			
Taxi cab drivers:	-Operating a taxi cab for hire	7			*			*					
	-In the performance of his work							*					
	-When carrying passengers for hire	*	*	*		*	*	*					
Bus drivers (Transit):			*	10	*								
Driving instructors:					*								
Driving examiners:					*								
Parade participants:			*		*								
Pelvic restraint only must be worn:		6		6							6		
Vehicles manufactured prior to date (no belts):		1963	*	*					*	1970		1965	
Commercial use:									*				
Legislation enacted:		Oct.1 77	Jul.1 87	Jul.1 77	Jan.1 84	Jan.1 76	Aug. 15 76	Jan.1 85	Jul.1 87	Nov.183	Jul.1 82	Jul.1 91	Apr.1 88

- 1) No time limit on medical seat belt exemption
- 2) Exemption for "frequently alighting" from vehicle intended to address police as well
- 3) Conducting specific work activities when occupying a seated position behind the driver's cab
- 4) Conducting specific work activities when riding in the rear compartment of an ambulance
- 5) Frequent stops and speed under 50 km/h
- 6) for systems in which the pelvic belt is separate from the torso belt
- 7) speed under 78 km/h
- 8) speed under 30 km/h where distance between stops does not exceed 250m
- 9) where compliance would endanger him/her or hamper performance of his/her duties
- 10) when traveling under 40km on regular route or believe safety to be at risk

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