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

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## **NATIONAL OCCUPANT RESTRAINT PROGRAM 2010**

### **Annual Monitoring Report 2004**

*Prepared For*

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

June 2005

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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**

The NORP Task Force requests input from all jurisdictions and reports seat belt and child passenger safety enforcement and education strategies on an annual basis.

All jurisdictions except for Nunavut participated in the 2004 NORP Monitoring Survey, which covers the period of January 1, 2004 through to December 31, 2004.

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”. The NORP Monitoring Survey, which was revised in 2003, was used to collect data from jurisdictions. There are non-reportable gaps in the information that will require further processes to be developed to make data collection and retrieval more streamlined and effective.

A report put out by Transport Canada in 2004 combined the 2002 rural survey results and the 2003 urban survey results and showed an 87.4 per cent seat belt usage rate by front seat occupants in light duty vehicles. In urban communities an estimated 87.6 per cent of front seat passengers in light duty vehicles buckle up. In rural areas 85 per cent of front seat passengers in light duty vehicles use their seat belts. Jurisdictions at or above the national average were Quebec, New Brunswick, Nova Scotia.

Transport Canada’s utilization of a revised sampling design for its annual seat belt use surveys and separate rural and urban surveys has resulted in considerably more comprehensive and accurate estimates of occupant restraint use throughout Canada. The analyzed results of these surveys have identified specific problem areas (e.g. relatively low restraint use (84%) in the some large metropolitan centres, regional disparities in restraint use, lower use among light duty truck occupants through Canada, and especially among younger occupants (< 25 years) in rural areas). Jurisdictions will be able to use this analysis to identify problem areas and to develop and adopt appropriate interventions.

NORP has identified a number of legislative, enforcement and public education strategies which jurisdictions can use to increase seat belt wearing rates. Jurisdictions continued to amend child passenger protection measures, including Ontario and Nova

Scotia both of which have passed legislation to make the use of booster seats mandatory. Regulations to support this legislation are expected to pass in late 2005. They join Quebec as the first three jurisdictions with child passenger protection legislation for children to be secured in a booster seat.

Appendices IV - VI show the current deterrents and exemptions in place across Canada for 2004 for non-use of seat belts and child restraints. Legislative and regulatory amendments to reduce or eliminate seat belt exemptions have been identified by NORP as a way of increasing seat belt usage. In 2004, Ontario worked to have the exemption that allows no child restraint to be used when someone transports the child other than his or her parent or legal guardian. This change is expected to be effective in late 2005. Saskatchewan removed their seat belt exemption for travelling in reverse.

All jurisdictions have implemented education and enforcement initiatives to increase seat belt and child seat use. 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 "Road Safety Week". All conducted some form of STEP program during 2003. Operation Impact is a national weekend-long traffic enforcement blitz which focuses on the high-risk driver, including the motorist who is not wearing a seat belt. The second annual Road Safety Week was held in 2004, the week leading up to and including the long weekend in May. The focus of this enforcement and education blitz was seat belts, impaired driving, speed and intersections. All enforcement in Canada participated in Road Safety Week.

Almost all jurisdictions that reported on STEP programs conducted in 2004 indicated occupant restraint use and child restraint use were targeted. 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 have been instrumental in both achieving a seat belt usage rate in Canada of over 87 per cent and in raising awareness of associated issues. Enhanced training of the police community to raise awareness of this issue is important. In 2004, police in the majority of jurisdictions had some form of training pertaining to child car seat usage.

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. It is still a struggle to measure the perceived risk of apprehension however, options are being pursued.

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, jurisdictions are slow to move in this direction.

The inventory of public education material on occupant restraints, including child safety seats available across Canada, to both government and stakeholder organizations, is updated annually by CCMTA. This Inventory is on the CCMTA web site, and made available by hard copy on request. Jurisdictions are responsible for providing relevant information to CCMTA.

Revisions to the wording of the child passenger safety model legislation were approved by the CCMTA Board of Director in 2004. 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 best contribute to improvements in occupant protection. The “draft” model legislation was distributed to government and stakeholder organizations once approved by the Board.

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, 2004 through to December 31, 2004. This report comments on efforts to meet the goals outlined in “Road Safety Vision (RSV) 2010”, successor plan to Road Safety Vision

2001. RSV 2010 has identified enhanced and specific targets associated with motor vehicle occupant protection.

## **NORP 2004 Recommendations:**

### **RECOMMENDATION #1:**

**Each jurisdiction should aim to achieve and maintain:**

- **A minimum seat belt wearing rate of 95 per cent and 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 child restraints by all motor vehicle occupants.

The 2002 a national rural survey was conducted at 124 intersections with stop signs. In 2003 a national urban survey was done at 260 sites. A report put out by Transport Canada in 2004 was a combination of these two surveys and showed an 87.4 per cent seat belt usage rate by front seat occupants in light duty vehicles. In urban communities an estimated 87.6 per cent of front seat passenger in light duty vehicles buckle up. In rural areas 85 per cent of front seat passenger in light duty vehicles use their seat belts. Jurisdictions at or above the national average were Quebec, New Brunswick, Nova Scotia.

Transport Canada's utilization of a revised sampling design for its annual seat belt use surveys and separate rural and urban surveys has resulted in considerably more comprehensive and accurate estimates of occupant restraint use throughout Canada. The analyzed results of these surveys have identified specific problem areas (e.g. relatively low restraint use (84%) in some large metropolitan centres, regional disparities in restraint use, lower use among light duty truck occupants through Canada, and especially among younger occupants (< 25 years) in rural areas). Jurisdictions will be able to use this analysis to identify problem areas and to develop and adopt appropriate interventions.

Transport Canada worked with Auto21 to plan a child restraint usage study. It is expected that the study will be piloted in the fall of 2005.

Education on the correct use and installation of child restraints continues. The Child Restraint Certification Training Program, which was initiated in 2002, continues across the country with 1387 technicians, 90 instructors and 19 instructor trainers trained.

The continual spread of 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 restraint use and in achieving success. Transport Canada's improved methodology will allow jurisdictions to invest appropriate resources that should be addressed to make improvements to these targets.

## **RECOMMENDATION #2**

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

In 2004, Ontario put the wheel in motion to remove the registration exemption – no child restraint is required when a child is transported in a vehicle that is registered to someone other than their parent or legal guardian. This change is expected to be effective in fall of 2005.

Saskatchewan removed the exemption from wearing a seat belt while driving in reverse.

## **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. Movement towards removal of exemptions could be considered a measure of the priority jurisdictions are giving to increasing seat belt usage.

### **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 \$75 to \$230 and from 0 to 4 demerit points. The slight trend of increased sanctions, both fines and demerit points, for seat belt non-use since 1999 is continuing. Four jurisdictions (Prince Edward Island, Newfoundland, Saskatchewan and British Columbia) increased their sanctions for seat belt non-use in 2003. New Brunswick doubled their fine from \$84 to \$168 in 2004.

With four demerit points levied against motorists, Yukon currently has the most effective demerit point penalties. The majority of jurisdictions that have imposed demerit points far outnumbers the jurisdictions that don't. Two jurisdictions (British Columbia, and Alberta) have not applied demerit points for seat belt or child restraint non-use. Prince Edward Island went from applying no points in 2003 to three points for seat belt non-use in 2004.

The tables in appendices IV - VI show the current (2003) sanctions and exemptions in place across Canada for non-use of seat belts and child restraints.

### **COMMENTARY**

The imposition of demerit points, in conjunction with increased enforcement and education, and the removal of seat belt exemptions have been shown to significantly increase seat belt usage rates. Work still needs to be done to increase demerit point penalties and remove seat belt exemptions in many jurisdictions.

### **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.**

NORP made some revisions to the Model of Legislative Provisions for Motor Vehicle Occupants that were approved by the Board of Directors in May 2004. The revised Model was sent to industry stakeholders and posted on CCMTA's website to encourage distribution to those that could make use of the model in implementing improved passenger protection laws.

In an attempt to make the model legislation more adaptable, NORP wrote to Transport Canada to request that Canadian Motor Vehicle Safety Standards (CMVSS) for booster seats include a seated height. The letter also requested that Transport Canada amend the terminology in CMVSS from “booster cushion” to “booster seat”. Transport Canada agreed that “booster seat” was a clearer, more effective term that reflects current usage. They have plans to amend relevant sections of RSSR accordingly.

Quebec implemented measures that require children to be restrained in a booster seat in 2002. In December 2004 Ontario passed a law that requires booster seats for kids 18 – 36 kg, with a height of less than 145 cm or up to eight years old. Nova Scotia also passed legislation that makes booster seats an acceptable device for child passenger restraint and are working on regulations that will specify criteria for when a booster seat should be used.

Seven out of the twelve reporting jurisdictions indicated that matching jurisdictional laws with the NORP model is a priority. However, there is limited legislative activity. The completion of recent revisions to the Model of Legislative Provisions for Motor Vehicle Occupants will, hopefully, guide jurisdictions on the principles on which to base legislative and regulatory amendments, that will strengthen occupant restraint laws.

Jurisdictions continue to implement education and enforcement initiatives aimed at increasing the proper use of occupant restraints. Many jurisdictions across the country saw enforcement personnel trained as either technicians or instructors in the national child passenger safety program.

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, and Road Safety Week. Both Operation Impact and Road Safety Week combine enforcement with a variety of education initiatives to focus on occupant restraint use and other high-risk driving behaviours.

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, St. John Ambulance-certified technician and instructor training in the child passenger safety program continues with 1,347 technicians (845 in 2003), 90 instructors (56 in 2003) and 19 instructor trainers (13 in 2003) trained across the country.

- Besides the two major STEP programs in May and October, Alberta has on-going STEP programs throughout the year at various locations utilizing various individual enforcement agencies. Joint force operations are also done. Advertising campaigns encompassing print, radio, TV and websites are used to promote occupant restraint use. Child seat inspection clinics are on-going at various locations in the province throughout the year.
- BC held an awareness campaign targeted at the Aboriginal population. They also launched a number of public awareness and educational initiatives to stress the need to use a booster seat. The Boost BC Campaign targets kindergarten-age children, their parents, Parent Advisory Councils and school districts. The launch was done during the newly developed Child Passenger Safety Week, a week in October that is designed to bring attention to child safety seat use and piloted in one community with the intent to reach out to other communities throughout the province.
- Manitoba implemented a car seat warning notice, where the offender could purchase a car seat rather than pay the ticket that resulted in at least 4 car seats purchased. Eleven check stops were held, with RCMP and Car Seat Coalition partners, where over 600 inspections were complete. Manitoba also utilized an air bag demonstrator and rollover simulator at public events to reinforce the importance of using seat belts.
- Nova Scotia RCMP targeted seat belt use through random check stops in traffic corridors throughout the province, with special emphasis on holiday weekends and night time. Child restraint education is done through provincial child restraint coalitions and CAA clubs.
- Quebec conducted 305 child seat inspection clinics in 2004. They also produced and distributed an education program intended for educators in child and day care centres and in kindergarten to teach children the importance of their safety seats.
- Saskatchewan continues to target occupant restraint use in Aboriginal communities through posters, newsletters and presentations. A seat belt radio advertising campaign runs in the spring and fall (during seeding and harvest) in the rural parts of the province. Child car seat clinics are promoted through print and radio ads. From May to September anyone who attended a car seat clinic entered their name for a chance to win one of four trips to different Saskatchewan locations.
- Yukon produced radio ads using real Yukoners who have been “saved by the belt”. Certified technicians hold drop-in car seat clinics, which are important to rural people who cannot always get to the scheduled clinics. They also held car seat clinics in French, specifically for the francophone community.

- In addition to Ontario's spring and the fall provincial seat belt campaigns, some police have public health nurses ride with them in order to target vehicles with kids improperly restrained. Police provide enforcement and the nurses provide the education.
- In 2004, Transport Canada issued 7 notices regarding safety or user problems with child safety seats. The notices are listed on the Transport Canada web site at [www.tc.gc.ca](http://www.tc.gc.ca). In addition, Transport Canada posted a document discussing the use of child restraints on school buses.
- Safe Kids focused on booster seats for their national Safe Kids Week, which caused a lot of public awareness to the importance of using booster seats.

## **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.**

Alberta, Nova Scotia, BC, Manitoba, Yukon and Saskatchewan held awareness/enforcement seat belt programs targeted at the rural population:

- Alberta Transportation, Alberta Occupant Restraint Program and police and health professionals targeted rural seat belt initiatives, including education and enforcement.
- Nova Scotia Public Health Nurses provided child seat instruction and clinics.
- The Yukon RCMP and Transport Services visited detachments with the aim of encouraging rural RCMP to be proactive in encouraging seat belt and car seat use.
- Saskatchewan initiated a public education program including radio advertising and posters. The RCMP held some innovative roadside checks in rural areas, to catch those who were not wearing their seat belt.
- Manitoba RCMP used an air bag demonstrator as a tool to reinforce the importance of seat belts, air bags and transporting children in the back seat.
- BC conducted seat belt and child restraint surveys in rural areas. Technician training, information sessions, health fairs and enforcement training were also held.

Transport Canada reported on a combination of the 2002 rural and 2003 urban surveys in 2004. Jurisdictions at or above the national average were Quebec, New Brunswick, Nova Scotia. The results of this report 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. TC survey results indicates that Quebec, Nova Scotia, and New Brunswick appear to have been most successful in bridging this gap. It would be helpful to discuss what measures have been undertaken to achieve the success in these jurisdictions, and any other, where the gap between urban and rural seat belt usage is small or non-existent. This could help to replicate these successful measures 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.**

In 2004, almost all jurisdictions conducted some form of STEP. Occupant restraint use was one of the targeted areas for this enforcement. Almost all jurisdictions focussed on seat belt use and child passenger safety. The vast majority of jurisdictions also targeted high-risk drivers and impaired driving. Three jurisdictions focussed STEPs on intersection safety and speed management.

The following chart shows the number charges laid and convictions for occupant restraint offences by jurisdiction in 2004:

Jurisdiction	Adult Occupant Restraint Charges Laid	Adult Occupant Restraint Convictions	Child Restraint Charges Laid	Child Restraint Convictions
AB	40,037	n/a	4,323	n/a
BC	95,000	90,000	850	770
MB	n/a	3,940**	n/a	142**
NS	n/a	1,492	n/a	155
NB	n/a	4,752	n/a	68
NB	n/a	4,114	n/a	638
NL	n/a	n/a	n/a	n/a
NT	n/a	n/a	n/a	n/a
ON	n/a	n/a	n/a	n/a
PE	n/a	1,504	n/a	16

QC	n/a	37,877*	n/a	n/a
SK	n/a	11,028	n/a	620
YT	657	650	10	10
<b>TOTAL</b>	89,558	4,935		

\* 2003 data

\*\* partial data

Transport Canada completed Phase I of a proof of concept project to assess the feasibility and user acceptability of a seat belt interlock system which delays the vehicle from being put in gear if the seat belt is not being used. Phase I is not complete and a two year pilot project is currently underway.

### **COMMENTARY:**

A method of accurately measuring the perceived risk of apprehension needs to be developed. NORP is hopeful that the RSRP Research Task Force will assist in developing a method to measure the progress of this recommendation. It is important to explore technological solutions in order to help increase compliance with seat belt use laws.

### **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, not only 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 but also from a day-long to a weekend-long project. May 2004 saw the second annual Road Safety Week. This program, similar to Operation Impact, had RCMP and other police agencies focus on impaired driving, occupant restraint use, speed and intersections for the week leading up to and including the long weekend in May. Operation Impact, in October 2004 resulted in 250 impaired charges and 2350 seat belt charges across the country in RCMP jurisdictions.

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.

In 2004 plans were initiated to conduct a national public awareness campaign along with Road Safety Week in May of 2005. The outcome of this education/enforcement combination will direct future national projects of this nature.

## COMMENTARY

We are seeing an increase of this type of programming nationally. However, what is needed is individual jurisdictions taking more initiative to initiate this type of an operation locally. The models that have been used nationally could be duplicated in jurisdictional operations. CCMTA can continue to 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.

## **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.**

NORP decided, after a review of jurisdictional public education material, that the Alberta Occupant Restraint Program (AORP) public awareness material would be suitable for use in a national awareness campaign. The pursuit of these materials ended in an affordable agreement that found NORP able to use them in the May 2005 public awareness campaign.

CCMTA continues to maintain an inventory of public education materials with annual fall updates. This information is available on the CCMTA web site. The following table lists public education materials created or updated in 2004, by the provinces and territories to promote child occupant restraint use:

<b>Jurisdiction</b>	<b>Item</b>	<b>Target</b>	<b>Distribution Methods</b>
<b>Alberta</b>	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 AB's saferoads.com website.
<b>British Columbia</b>	FAQ's, ease of use child seat ratings, buying & installing a child seat brochure, child bus passenger safety info, child seat restraint laws, CPS videos, best practices cards, enforcement tools, posters, commodity items.	Enforcement, health field, professional, technicians, retail, children, parents, caregivers, Ethnic groups, government.	Web site, RCMP, nurses, hospitals, Band Offices, Friendship Centres, schools (CAPP), points of service (claim centres, broker offices, licensing offices), ICR inspection clinics, conferences, retailers, restaurants, TSF/BCAA.
<b>Manitoba</b>	Manitoba Car Seat Coalition website was developed sharing information on child passenger restraints and statistics	Parents and caregivers	Website, brochures, and phone number
<b>Ontario</b>	Information provided on the web	Parents, caregivers, motorists that transport children in Ontario.	Web-based.
<b>Quebec</b>	Une place pour moi – a program to teach children the importance of their safety seats	Educators in child care centres, day care centres and kindergarten	Resource material in child care and day care centres, mascot Baladine, and Baladine puppets
<b>Saskatchewan</b>	Website updates of child restraint clinic locations, times and dates	Care-givers	Information on the web was promoted through all child passenger safety promotional material
<b>New Brunswick</b>	Links to Transport Canada and CCMTA are provided on the website	Child care centres, NB Medical Society, law enforcement agencies.	Web based distribution
<b>National</b>	Safe Kids Canada	All stages – Focus on Booster Seats	May want to add

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.saferoads.com/about/rpl/links.html](http://www.saferoads.com/about/rpl/links.html)  
British Columbia: [www.icbc.com](http://www.icbc.com)  
Manitoba: [www.mpi.mb.ca](http://www.mpi.mb.ca)  
New Brunswick: [www.gnb.ca](http://www.gnb.ca)  
Newfoundland and Labrador: [www.gov.nl.ca](http://www.gov.nl.ca)  
Northwest Territories: [www.gov.nt.ca](http://www.gov.nt.ca)  
Nova Scotia: [www.gov.ns.ca](http://www.gov.ns.ca)  
Ontario: [www.mto.gov.on.ca](http://www.mto.gov.on.ca)  
Prince Edward Island: [www.gov.pe.ca](http://www.gov.pe.ca)  
Quebec: [www.saaq.gouv.qc.ca](http://www.saaq.gouv.qc.ca)  
Saskatchewan: [www.sgi.sk.ca](http://www.sgi.sk.ca)  
Yukon: (none available)  
Transport Canada: [www.tc.gc.ca](http://www.tc.gc.ca)  
Safe Kids Canada: [www.safekidscanada.ca](http://www.safekidscanada.ca)

## **COMMENTARY:**

Transport Canada's 2004 combined urban/rural seat belt report should allow jurisdictions to better target their promotional material. This would help to ensure that resources are allocated to programs and materials that have the greatest chance for improvement in seat belt usage. However, anecdotal evidence shows that resources for program development and implementation are more easily accessed than resources for evaluation.

## **INFORMATION ITEM: NORP Strategy 2010 Progress Update**

In 2001, the NORP Strategy 2010 was revised. Along with the eight recommended strategies there was a list of support activities that NORP was to initiate to assist in carrying out the strategies. The activities are:

- Develop a cost / benefit analysis to show how increased seat belt usage and correct and enhanced use of child seats provides an injury reduction benefit.

There is preliminary work being done which includes a cost benefit analysis, but it is not yet at the reporting stage.

- Review and update the current recommended legislative model on child safety seats.

The NORP Task Force updated the Model of Legislative Provisions for Motor Vehicle Occupants with booster seat recommendations. The CCMTA Board of Director approved these changes in May 2004.

- Develop a standardized "Toolkit" for use in provincial and territorial jurisdictions to provide the mechanism for a more uniform "best practices" approach to seat

belt/child safety seat interventions, and make it easier for jurisdictions and organizations to undertake initiatives without the resource implications of developing a new product. A toolkit would also be provided on conducting local surveys and involving local community partners.

NORP started the development of a toolkit at the end of 2004 to assist jurisdictions manage media in an upcoming public awareness campaign. The use of this toolkit will be evaluated and modified to ensure it serves its purpose.

- Develop a national advertising campaign to promote the proper use of seat belts and child occupant protection with sponsorship support.

NORP acquired the rights to TV and radio public service announcements for Alberta in late 2004 to be used in a public awareness campaign in May of 2005. This campaign is being “sponsored” by CCMTA. The hope is to get some positive experience for the May campaign so a proposal can be developed to solicit a national sponsor for future advertising campaigns.

- Develop strategies to profile special populations, including developing a rural strategy, profiling rural populations to assess factors associated with consistently lower seat belt compliance rates. Other populations to profile include developing a strategy on children’s safety in the vehicle.

Transport Canada’s combined urban and rural seat belt survey report will help in the identification of specific demographics that need to be targeted with strategies to increase restraint use.

- Support the development of a national training program on child safety seats.

NORP has numerous task force members that are also members of the National Child Passenger Training Advisory Committee. This committee worked to develop a national training program and continues to support it by providing maintenance on training materials and advice to the certifying agency.

- Support, encourage the involvement and educate partners such as police, public health and judiciary to help raise the level of understanding and value of the importance of wearing seat belts and child safety seats. In addition, support and encourage the involvement of more community and corporate partners to assist with the development of national programs and campaigns.

Jurisdictionally, partnerships have been developed or strengthened over the past few years. NORP Task Force has representation from SafeKids Canada and CAA.

- Report regularly through a monitoring report on the success in all jurisdictions to achieve NORP’s objectives and strategies.

NORP prepares an annual monitor report that is presented to the Standing Committee on Road Safety Research and Policies in the spring of each year.

- Regularly update the Inventory of Child Occupant Promotion and Awareness activities chart.

CCMTA maintains an inventory of child occupant restraint promotion and awareness materials, through the NORP committee. In 2004, this inventory was expanded to include not only child occupants but all occupant restraint materials.

- Connect with the Task Force on STRID and High Risk Driver to ensure there is consistency where the strategies of these task forces overlap and/or are working to address the same population.

The creation of the RSV Communications Task Force in 2004 should help to make the coordination of consistent messaging across task forces.

- Where technology and changes to the vehicle could help increase seat belt and child seat safety, NORP will work towards effective and better vehicle solutions.

A seat interlock study, undertaken by Transport Canada, NHTSA and the Centre for Safety Research and Education is in phase two. This phase is a two year study to follow 60 drivers in both Canada and the US who have the device installed in their vehicle to see if it influences belt usage rates. User acceptance and technical feasibility are also under review in this phase.

- As other forms of occupant protection, such as air bags and head restraints, have impact on vehicle occupants from children to adults, NORP will monitor and develop strategies as needed to address these areas, especially in consideration of technological changes and advances (i.e. side impact air bags).

In reviewing the Model of Legislative Provisions for Motor Vehicle Occupants the issue of using height as a legislative requirement was discussed. In the process of discussion, NORP wrote to Transport Canada to request more research in the anthropometric measurement for booster seat use. Transport Canada responded that research is already in the works in this area. NORP will monitor this and other research and develop strategies as needed.

- Review NORP strategy at mid-point of Road Safety Vision 2010 (2006) to determine appropriate options for next steps.

This will be a task for next year.

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 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 – 2003)

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
	<b>TOTAL</b>		<b>56</b>	<b>3,811</b>	
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
	<b>TOTAL</b>		<b>32</b>	<b>3,928</b>	
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
	<b>TOTAL</b>		<b>43</b>	<b>3,655</b>	
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
	<b>TOTAL</b>	<b>39</b>	<b>3,491</b>		<b>1,845,862</b>
<b>1994</b>	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
		<b>TOTAL</b>	<b>43</b>	<b>3,360</b>	
<b>1995</b>	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
		<b>TOTAL</b>	<b>57</b>	<b>3,425</b>	
<b>1996</b>	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
		<b>TOTAL</b>	<b>25</b>	<b>3,026</b>	

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
<b>TOTAL</b>		<b>41</b>	<b>2,828</b>		<b>1,788,302</b>
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
<b>TOTAL</b>		<b>12</b>	<b>1,150</b>		<b>1,557,311</b>
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
<b>TOTAL</b>		<b>7</b>	<b>1,099</b>		<b>1,445,250</b>
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
	<b>TOTAL</b>	<b>9</b>	<b>1,110</b>		<b>1,449,145</b>
<b>Year</b>	<b>Jurisdiction</b>	<b>Deaths</b>	<b>Injuries</b>	<b>% Restrained Correctly</b>	<b>Population of Age Group</b>
<b>2001</b>	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
	<b>TOTAL</b>	<b>22</b>	<b>2,745</b>	<b>Average: 76.6%</b>	<b>817,888</b>
<b>2002</b>	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	7	984	14.3	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
	<b>TOTAL</b>	<b>8</b>	<b>1,133</b>	<b>Average: 74.9%</b>	<b>540,746</b>
<b>2003</b>	Alberta	n/a	n/a	n/a	n/a
	British Columbia	3	228	90%	n/a
	Manitoba	n/a	239	n/a	n/a
	New Brunswick	n/a	n/a	n/a	n/a
	Nova Scotia	0	42	n/a	n/a
	Northwest Territories	0	1	0%	n/a
	Newfoundland	n/a	n/a	n/a	n/a
	Ontario	n/a	n/a	n/a	n/a
	Quebec	11	913	n/a	n/a
	Saskatchewan	0	78	76.9%	n/a
	Prince Edward Island	0	5	80%	n/a
	Yukon	0	0	n/a	n/a
	<b>TOTAL</b>	<b>14</b>	<b>1506</b>	<b>Average: 61.7%</b>	
<b>2004</b>	Alberta	n/a	n/a	n/a	n/a
	British Columbia	2	175	84.2	n/a
	Manitoba	n/a	n/a	n/a	n/a
	New Brunswick	n/a	n/a	n/a	n/a
	Nova Scotia	0	n/a	n/a	n/a
	Northwest Territories	n/a	n/a	n/a	n/a
	Newfoundland	n/a	n/a	n/a	n/a
	Ontario	n/a	n/a	n/a	n/a
	Quebec	n/a	n/a	n/a	n/a
	Saskatchewan	0	85	77.6	n/a

Prince Edward Island	0	14	86%	n/a
Yukon	n/a	n/a	n/a	n/a
<b>TOTAL</b>	<b>14</b>	<b>1506</b>	<b>Average: 61.7%</b>	

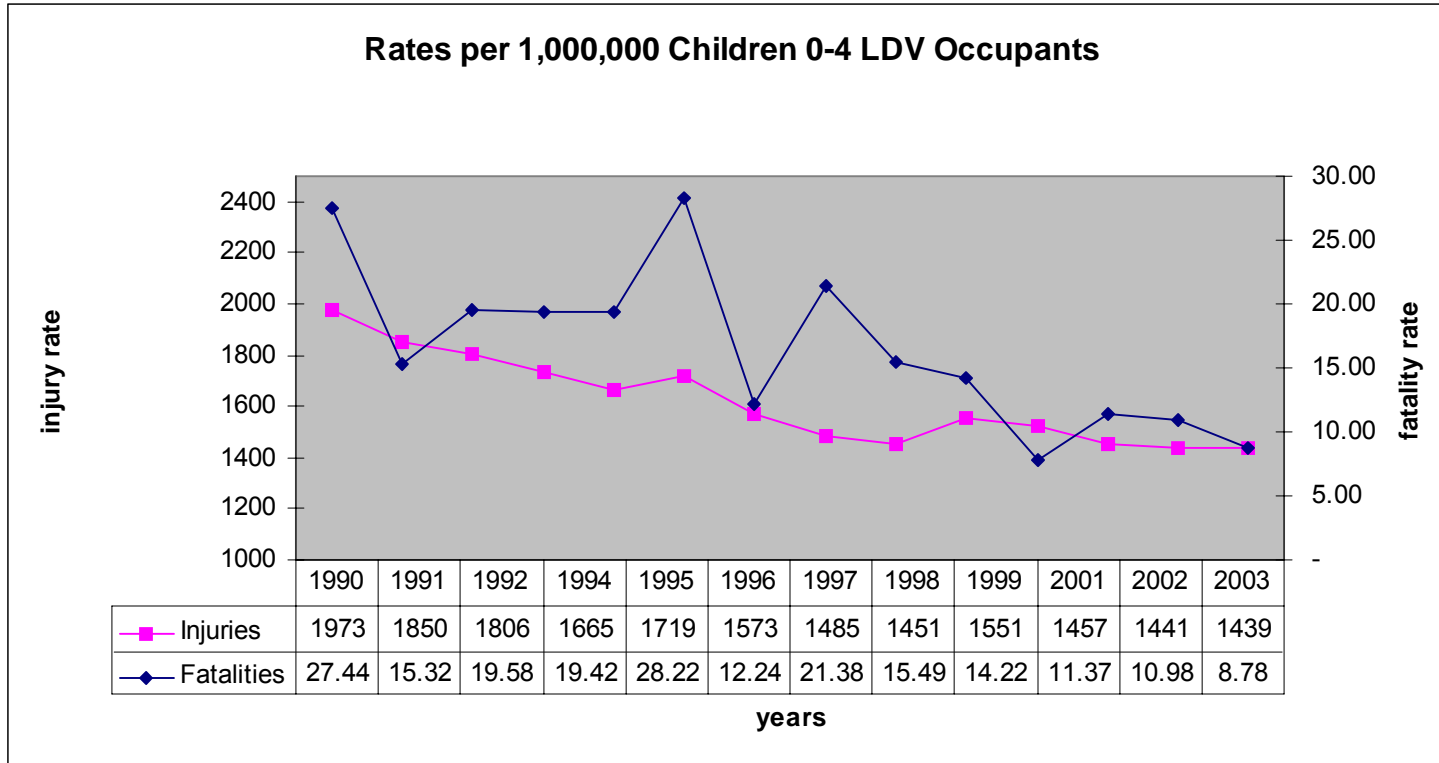
Being that NORP's focus is all occupant restraint use it was decided that there would be some relevance to reporting the deaths and injuries for all ages and the percentage that were unrestrained.

Year	Jurisdiction	Deaths	Injuries	% Restrained Correctly
<b>2004</b>	<b>Alberta</b>			
	5 – 14 years	n/a	n/a	n/a
	15 – 19 years	n/a	n/a	n/a
	20 – 24 years	n/a	n/a	n/a
	25 – 34 years	n/a	n/a	n/a
	35 – 44 years	n/a	n/a	n/a
	45 – 54 years	n/a	n/a	n/a
	55 – 64 years	n/a	n/a	n/a
	65+ years	n/a	n/a	n/a
	<b>British Columbia</b>			
	5 – 14 years	2	889	84.2
	15 – 19 years	22	3,187	84.9
	20 – 24 years	44	3,444	77.2
	25 – 34 years	54	4,219	77.3
	35 – 44 years	49	3,944	79.9
	45 – 54 years	44	3,383	81.5
	55 – 64 years	42	1,967	83.9
	65+ years	41	1,827	89.4
	<b>Manitoba</b>			
	5 – 14 years	n/a	n/a	n/a
	15 – 19 years	n/a	n/a	n/a
	20 – 24 years	n/a	n/a	n/a
	25 – 34 years	n/a	n/a	n/a
	35 – 44 years	n/a	n/a	n/a
	45 – 54 years	n/a	n/a	n/a
	55 – 64 years	n/a	n/a	n/a
	65+ years	n/a	n/a	n/a
	<b>New Brunswick</b>			
	5 – 14 years	n/a	n/a	n/a
	15 – 19 years	n/a	n/a	n/a
	20 – 24 years	n/a	n/a	n/a
	25 – 34 years	n/a	n/a	n/a
	35 – 44 years	n/a	n/a	n/a
	45 – 54 years	n/a	n/a	n/a
	55 – 64 years	n/a	n/a	n/a
	65+ years	n/a	n/a	n/a
	<b>Nova Scotia</b>			
	5 – 14 years	5	n/a	60%
	15 – 19 years	7	n/a	43%
	20 – 24 years	8	n/a	50%
	25 – 34 years	2	n/a	100%
	35 – 44 years	3	n/a	67%

Year	Jurisdiction	Deaths	Injuries	% Restrained Correctly
	45 – 54 years	3	n/a	33%
	55 – 64 years	1	n/a	100%
	65+ years	1	n/a	100%
	<b>Northwest Territories</b>			
	5 – 14 years	n/a	n/a	n/a
	15 – 19 years	n/a	n/a	n/a
	20 – 24 years	n/a	n/a	n/a
	25 – 34 years	n/a	n/a	n/a
	35 – 44 years	n/a	n/a	n/a
	45 – 54 years	n/a	n/a	n/a
	55 – 64 years	n/a	n/a	n/a
	65+ years	n/a	n/a	n/a
	<b>Newfoundland</b>			
	5 – 14 years	n/a	n/a	n/a
	15 – 19 years	n/a	n/a	n/a
	20 – 24 years	n/a	n/a	n/a
	25 – 34 years	n/a	n/a	n/a
	35 – 44 years	n/a	n/a	n/a
	45 – 54 years	n/a	n/a	n/a
	55 – 64 years	n/a	n/a	n/a
	65+ years	n/a	n/a	n/a
	<b>Ontario</b>			
	5 – 14 years	n/a	n/a	n/a
	15 – 19 years	n/a	n/a	n/a
	20 – 24 years	n/a	n/a	n/a
	25 – 34 years	n/a	n/a	n/a
	35 – 44 years	n/a	n/a	n/a
	45 – 54 years	n/a	n/a	n/a
	55 – 64 years	n/a	n/a	n/a
	65+ years	n/a	n/a	n/a
	<b>Quebec</b>			
	5 – 14 years	n/a	n/a	n/a
	15 – 19 years	n/a	n/a	n/a
	20 – 24 years	n/a	n/a	n/a
	25 – 34 years	n/a	n/a	n/a
	35 – 44 years	n/a	n/a	n/a
	45 – 54 years	n/a	n/a	n/a
	45 – 54 years	n/a	n/a	n/a
	55 – 64 years	n/a	n/a	n/a
	<b>Saskatchewan</b>			
	5 – 14 years	4	334	74%
	15 – 19 years	12	1239	81.7
	20 – 24 years	21	870	80.2%
	25 – 34 years	13	1129	85.2%
	35 – 44 years	15	1036	87.3%
	45 – 54 years	11	849	90.6%
	55 – 64 years	9	470	91.6%
	65 + years	18	509	93%

<b>Year</b>	<b>Jurisdiction</b>	<b>Deaths</b>	<b>Injuries</b>	<b>% Restrained Correctly</b>
	<b>Prince Edward Island</b>			
	5 – 14 years	0	89	80%
	15 – 19 years	0	141	74%
	20 – 24 years	n/a	n/a	n/a
	25 – 34 years	n/a	n/a	n/a
	35 – 44 years	n/a	n/a	n/a
	45 – 54 years	n/a	n/a	n/a
	45 – 54 years	n/a	n/a	n/a
	55 – 64 years	n/a	n/a	n/a
	<b>Yukon</b>			
	5 – 14 years	n/a	n/a	n/a
	15 – 19 years	n/a	n/a	n/a
	20 – 24 years	n/a	n/a	n/a
	25 – 34 years	n/a	n/a	n/a
	35 – 44 years	n/a	n/a	n/a
	45 – 54 years	n/a	n/a	n/a
	45 – 54 years	n/a	n/a	n/a
	55 – 64 years	n/a	n/a	n/a

**APPENDIX II:**  
**Children Aged 0 – 4 Killed or Injured Across Canada (1990 – 2003)**



Last updated April 2005, with 2003 data from Statistics Canada

**Appendix III: 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	Adults 0, New Drivers – GDL only 2	8	n/a	15	GDL 4	n/a	GDL 8
BC		\$95 + \$14***	0	9-14	15-19 (probation letter)	20+ intent to prohibit	2-3*	2-3*	4-6 1 month prohibition*
MB		\$230	2	****	<b>n/a</b>	**	**	n/a	**
NB	<b>\$168 - \$1000</b>	<b>\$168</b>	1	7	n/a	10	n/a	n/a	<b>4 – 1<sup>st</sup> year</b> <b>6 – 2<sup>nd</sup> year</b>
NF	<b>\$100 – \$500</b>	<b>\$100</b>	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	<b>\$100 - \$200</b>	\$100 + \$10	<b>3</b>	6,7,8	9,10,11	12	3,4,5	Susp. Level	6+ (1 <sup>st</sup> year) 9+ (2 <sup>nd</sup> year)
QC	\$80 - \$100	\$80	3	7	n/a	15	n/a	n/a	4
SK		<b>\$115</b>	3 (for new driver sanctions, considered one "low risk" conviction)	9-14	15-19(after interview, training or retesting)	at least 20	one “low risk” conviction	one “high risk” or two “low risk” convictions	n/a
YT		\$75	4	<b>8</b>	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).  
 \*\*\* \$95 + \$14 victim surcharge. Reduced by \$25 if paid within 30 days.  
 \*\*\*\* **Driver Improvement is based on severity and frequency of incidents added to a drivers record.**  
 GDL – Graduated Drive’s License (Alberta) Last updated April 2005, with 2004 data

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

Exemption in place (*)	BC	AB	SK	MB	ON	QC	NS	PE	NB	NL	YT	NT
Registration:												
-Driver not licensed in the province	*											
-Vehicle registered in another jurisdiction				1	*		1	1	*			*
-Registered to someone other than parent/guardian	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:	<b>10</b>		<b>15</b>	*	*		10	*	*	*	13	
Seat belt not available to passenger:	*	*	*	*	*		*		*	*	*	
Vehicle manufactured prior to a certain date:	<b>12/63</b>		12	1971	1974		1971	1971	1970	1971	1965	
Emergency vehicle:	*	*	12								*	
Ambulance (if seat belt not available):	*		*		9							*
Day care pre-school activity:	<b>7,12</b>		12									
Bus (for hire):	*		12		*						*	
Motor-home:	<b>12</b>		12								*	
Legislation enacted:	Mar.1 85	Nov.13 84	Nov.1 83	April 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: April 2005 with 2004 data

**Appendix V: NORP – Seat Belt Exemptions Table** (updates are in **bold**)

<b>Exemption in Place (*)</b>		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	*	*	11	*	*				*	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	April 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
  - a. for systems in which the pelvic belt is separate from the torso belt
- 6) speed under 70 km/h
- 7) speed under 30 km/h where distance between stops does not exceed 250m
- 8) where compliance would endanger him/her or hamper performance of his/her duties
- 9) when traveling under 40km on regular route or believe safety to be at risk
- 10) if working in an industry specifically mentioned in legislation

Last Update April 2005 with 2004 data

## Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
BC	1979	<p><b>MOTOR VEHICLE ACT</b></p> <p>Seat belt assembly</p> <p>220 (1) In this section, "seat belt assembly" means a device or assembly suitably fastened to the motor vehicle composed of straps, webbing or similar material that restrains the movement of a person in order to prevent or mitigate injury to the person and includes a pelvic restraint, an upper torso restraint or both of them.</p> <p>(2) A person must not sell, offer for sale or operate on a highway a motor vehicle required to be registered and licensed only under this Act and manufactured or assembled after December 1, 1963, other than a motorcycle, unless it is equipped with not less than 2 seat belt assemblies for use in the front seat in accordance with the regulations.</p> <p>(3) A person must not drive or operate a motor vehicle on a highway in which a seat belt assembly required under this section or the Motor Vehicle Safety Act (Canada) at the time the motor vehicle was manufactured, assembled or imported into Canada has been removed, rendered partly or wholly inoperative, or modified to reduce its effectiveness.</p> <p>(4) A person in a motor vehicle being driven or operated on a highway must, if the motor vehicle has properly attached to it a seat belt assembly for the seating position occupied by that person, wear the complete seat belt assembly in a properly adjusted and securely fastened manner.</p> <p>(5) Subsection (4) does not apply to a person</p> <ul style="list-style-type: none"> <li>(a) driving a motor vehicle in reverse,</li> <li>(b) who is in possession of, and produces on request to a peace officer, a valid and subsisting certificate <ul style="list-style-type: none"> <li>(i) issued by the</li> </ul> </li> </ul>	1985	<p><b>MOTOR VEHICLE ACT REGULATIONS</b></p> <p>Division 36 — Child Seating and Restraint Systems</p> <p>Obligation on driver</p> <p>36.01 A person shall not drive or operate on a highway a motor vehicle in which there is a child under the age of 6 unless the driver or operator causes that child to be securely fastened by a properly utilized and adjusted restraint system which complies with this Division.</p> <p>Systems for infants</p> <p>36.02 In respect of children weighing less than 9 kg, the restraint system shall comply with section 213.1 of the Motor Vehicle Safety Regulations of Canada as amended from time to time.</p> <p>Systems for toddlers</p> <p>36.03 In respect of all children weighing 9 kg or more but less than 18 kg,</p> <p>(a) in the case of a child who is carried in a motor vehicle driven or operated by the parent or guardian of the child, the restraint system shall comply with section 213 of the Motor Vehicle Safety Regulations of Canada as amended from time to time, and</p> <p>(b) in any case, the restraint system shall either comply with the system referred to in paragraph (a) or comprise the pelvic restraint of a seat belt assembly as defined in section 220 (1) of the Act.</p> <p>Systems for preschoolers</p> <p>36.04 In respect of all children under the age of 6 not categorized in sections 36.02 and 36.03, the restraint system shall comprise the pelvic restraint of a seat belt assembly as defined in section 220 (1) of the Act.</p> <p>Non-application — specific</p> <p>36.05 Sections 36.02 and 36.03 (a) do not apply as against a driver or operator of a motor vehicle which is</p>	<p><b>CHILD SEATS:</b></p> <p><a href="http://www.icbc.com/Road_Safety/carseat.html">www.icbc.com/Road_Safety/carseat.html</a></p> <p><a href="http://www.icbc.com/Road_Safety/Child_Passenger_Safety_TS264T_(012005).pdf">www.icbc.com/Road_Safety/Child_Passenger_Safety_TS264T_(012005).pdf</a></p> <p><a href="http://www.icbc.com/Road_Safety/LP65_(012005).pdf">www.icbc.com/Road_Safety/LP65_(012005).pdf</a></p> <p><a href="http://www.icbc.com/Library/research_papers/Child_seat/index.html">www.icbc.com/Library/research_papers/Child_seat/index.html</a></p> <p><a href="http://www.qp.gov.bc.ca/statreg/reg/M/Motor_Vehicle/26_58/26_58-12.htm#division39">www.qp.gov.bc.ca/statreg/reg/M/Motor_Vehicle/26_58/26_58-12.htm#division39</a></p> <p><a href="http://www.tsf-bcaa.com/Content/CustomPages/Home.aspx">www.tsf-bcaa.com/Content/CustomPages/Home.aspx</a></p> <p><a href="http://www.nhtsa.dot.gov/CPS/CSSRating/Ind ex.cfm">www.nhtsa.dot.gov/CPS/CSSRating/Ind ex.cfm</a></p> <p><a href="http://www.tc.gc.ca/en/menu.htm">www.tc.gc.ca/en/menu.htm</a></p> <p><a href="http://www.safekids.org/">www.safekids.org/</a></p> <p><a href="http://www.sja.ca/bc/">www.sja.ca/bc/</a></p> <p><b>SEAT BELTS:</b></p> <p><a href="http://www.icbc.com/buy_car/buycar_seatbe.html">www.icbc.com/buy_car/buycar_seatbe.html</a></p> <p><a href="http://www.icbc.com/buy_car/TS274S%20(102002)web%20seat%20belts.pdf">www.icbc.com/buy_car/TS274S%20(102002)web%20seat%20belts.pdf</a></p> <p><a href="http://www.qp.gov.bc.ca/statreg/stat/M/96318_04.htm#section220">www.qp.gov.bc.ca/statreg/stat/M/96318_04.htm#section220</a></p> <p><a href="http://www.roadsafety.ca/">www.roadsafety.ca/</a></p> <p><a href="http://www.carsp.ca/">www.carsp.ca/</a></p> <p><a href="http://www.ccmta.ca/english/index.html">www.ccmta.ca/english/index.html</a></p>

## Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<p>superintendent on the recommendation of a medical practitioner, or</p> <p>(ii) in the form established by the superintendent, signed by a medical practitioner and issued for a period not exceeding 6 months, certifying that the person is,</p> <p>(iii) for the period stated in the certificate, unable for medical reasons to wear a seat belt assembly, or</p> <p>(iv) because of the person's size, build or other physical characteristic, unable to wear a seat belt assembly, or</p> <p>(c) who is actually engaged in work that requires him or her to alight from and re-enter the motor vehicle at frequent intervals and who, while engaged in that work, does not drive or travel in that vehicle at a speed exceeding 40 km/h, or</p> <p>(d) under age 16.</p> <p>(6) A person must not drive on a highway a motor vehicle in which there is a passenger who has attained age 6 but is under age 16 and who occupies a seating position for which a seat belt assembly is provided unless that passenger is wearing the complete seat belt assembly in a properly adjusted and securely fastened manner.</p> <p>(7) Subsection (6) does not apply if the passenger</p> <p>(a) is in possession of, and produces on request to a peace officer, a valid and subsisting certificate</p> <p>(i) issued by the superintendent on the recommendation of a medical practitioner, or</p> <p>(ii) in the form established by</p>	1991	<p>(a) not licensed in British Columbia, or</p> <p>(b) on rental for a period not exceeding 30 days.</p> <p>Non-application — general 36.06 This Division does not apply as against the driver or operator</p> <p>(a) of a motor vehicle which is being operated as a taxi as defined in section 32.01,</p> <p>(b) who is a peace officer operating the vehicle in the lawful performance of his duties,</p> <p>(c) who is in possession of and produces on request to a peace officer a valid and subsisting certificate issued by the superintendent or a medical practitioner certifying that the child is unable for medical or physical reasons to wear or be fitted to the restraint system,</p> <p>(d) of a motor vehicle which is not required to be equipped with a seat belt assembly as required by section 208 of Schedule IV to the Motor Vehicle Safety Regulations (Canada),</p> <p>(e) of an emergency vehicle, and</p> <p>(f) of a bus.</p> <p>Passenger to be properly seated 39.01 A person on or in a vehicle being driven or operated on or across a highway shall, while the vehicle is in motion, remain seated on a seat that has been securely installed in the passenger compartment of the vehicle.</p> <p>Driver prohibited from driving unless passenger is properly seated 39.02 No person shall drive or operate a vehicle on or across a highway if there is a person on or in the vehicle who is not seated on a seat referred to in section 39.01.</p> <p>Exceptions</p>	<a href="http://www.nhtsa.dot.gov/">www.nhtsa.dot.gov/</a>

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Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<p>the superintendent, signed by a medical practitioner and issued for a period not exceeding 6 months, certifying that the person is,</p> <p>(iii) for the period stated in the certificate, unable for medical reasons to wear a seat belt assembly, or</p> <p>(iv) because of the person's size, build or other physical characteristic, unable to wear a seat belt assembly, or</p> <p>(b) is actually engaged in work that requires him or her to alight from and re-enter the motor vehicle at frequent intervals and the motor vehicle does not travel at a speed exceeding 40 km/h.</p> <p>(8) Despite this section, if a seat belt assembly consists of a pelvic restraint and a separate upper torso restraint, only the pelvic restraint need be worn.</p> <p>(9) The Lieutenant Governor in Council may make regulations as follows:</p> <p>(a) requiring the use of child seating and restraint systems in motor vehicles on highways and prescribing the specifications for them;</p> <p>(b) defining the age of a child for the purpose of paragraph (a);</p> <p>(c) providing for the exemption from any provision of this section of any</p> <p>(i) type or class of motor vehicle, and</p> <p>(ii) class or group of drivers or passengers in motor vehicles.</p> <p>(10) A person who contravenes this section commits an offence and is liable to a fine of not more than \$100</p>		<p>39.03 For the purposes of this section only, "vehicle" does not include</p> <p>(a) mobile equipment as defined in section 26 of the Industrial Health and Safety Regulation, B.C. Reg. 585/77, or</p> <p>(b) a conveyance referred to in section 28 of that regulation that complies with and is being used in accordance with that regulation.</p> <p>Seating for a child</p> <p>39.04 A child to whom Division 36 applies who is restrained in the manner required by that Division is deemed to be seated in the manner required by sections 39.01 and 39.02.</p>	

## Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
	1991	<p><b>MOTOR VEHICLE ACT REGULATIONS</b></p> <p>Passenger to be properly seated 39.01 A person on or in a vehicle being driven or operated on or across a highway shall, while the vehicle is in motion, remain seated on a seat that has been securely installed in the passenger compartment of the vehicle.</p> <p>Driver prohibited from driving unless passenger is properly seated 39.02 No person shall drive or operate a vehicle on or across a highway if there is a person on or in the vehicle who is not seated on a seat referred to in section 39.01.</p> <p>Exceptions 39.03 For the purposes of this section only, "vehicle" does not include</p> <p>(a) mobile equipment as defined in section 26 of the Industrial Health and Safety Regulation, B.C. Reg. 585/77, or</p> <p>(b) a conveyance referred to in section 28 of that regulation that complies with and is being used in accordance with that regulation.</p>			
<b>AB</b>	July 1, 1987	Driver and passengers in a seating position where a seat belt assembly is provided shall properly wear the complete seat belt assembly as required by the Traffic Safety Act – Vehicle Equipment Regulation Section 78(2)(a)(b)	January 1, 1985	<p>It is the driver's responsibility to ensure that children 6-16 years or weighing more than 18 kg (40 lb.) be properly secured in a seat belt assembly.</p> <p>Children from birth to 18 kg (40 lbs.) or under 6 years of age must be restrained according to Section 213 of the Motor Vehicle Safety Regulations.</p>	
<b>SK</b>	July 1, 1977	<p>Where a motor vehicle being driven on a highway is equipped with a seatbelt assembly in a seating position that is occupied by the driver, the driver shall wear the complete seat-belt assembly properly adjusted and securely fastened.</p> <p>Where a motor vehicle has a seating position equipped with a seat-belt assembly available for a passenger, no person</p>	Nov. 1, 1983	<p>Where a motor vehicle has a seating position equipped with a seat-belt assembly available for a passenger, no person shall drive that vehicle on a highway with a passenger under the age of 16 years unless:</p> <p>(b) if the passenger weighs less than 18 kilograms:</p> <p>(i) the passenger occupies a child restraint system or infant restraint</p>	

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Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<p>shall drive that vehicle on a highway with a passenger under the age of 16 years unless:</p> <p>(a) the passenger occupies the seating position equipped with a seat-belt assembly and wears the complete seat-belt assembly properly adjusted and securely fastened</p> <p>Where a motor vehicle being driven on a highway is equipped with a seat-belt assembly in a seating position that is occupied by a passenger, the passenger shall wear the complete seat-belt assembly properly adjusted and securely fastened.</p>		<p>system, as defined in the regulations made pursuant to <i>The Vehicle Administration Act</i>, so that it is properly adjusted and securely fastened in the manner recommended by the manufacturer; and</p> <p>(ii) the child restraint system or infant restraint system:</p> <p>(A) is appropriate for the passenger's weight and height; and</p> <p>(B) is secured to the vehicle in the manner recommended by the manufacturer.</p>	
<b>MB</b>	April 1984	All drivers and passengers are required to wear their seat belts. Some exemptions do exist.	April 1984	All children under 5 years of age and 50 pounds must be restrained in an appropriate device prescribed in the regulations and the device must be properly secured to the motor vehicle.	
<b>ON</b>	1976	<ul style="list-style-type: none"> <li>Driver and passengers to buckle up if in a seating position with a seat belt.</li> <li>Driver to ensure passengers under 16 years old wear seat belt.</li> </ul>	<p>1982</p> <p>Passed December 6, 2004</p>	<ul style="list-style-type: none"> <li>Original child car seat requirements. Infants and toddlers only. Secured according to regulations.</li> <li>New booster seat requirements, under eight years old, between 18 and 36 kgs or 145 cm tall.</li> <li>Most drivers will now require children to be secured in a proper child restraint.</li> <li>2 Demerit points for non-compliance</li> </ul>	<a href="http://www.mto.gov.on.ca">www.mto.gov.on.ca</a>
<b>QC</b>	<p>1976</p> <p>1990</p> <p>2002</p>	<p>Under the Highway Safety Code, seat belts are mandatory for all front seat occupants.</p> <p>Under the Highway Safety Code, seat belts are mandatory for all back seat occupants.</p> <p>Under section 396 of the Code, in a moving vehicle any person, except a child targeted by section 397, must wear a properly fastened seat belt with which the seat is equipped.</p> <p>The driver is responsible for ensuring that all occupants aged 16 or less wear a seat belt and all children whose sitting height is less than 63 cm are seated in a properly installed safety seat.</p>	<p>1990</p> <p>2002</p>	<p>Section 397 of the Highway Safety Code : "Every child under 5 years of age who occupies, in a road vehicle other than a taxi, a seat that required to be equipped with a seat belt, must be restrained by another safety device that conforms to the standards of installation and use prescribed by regulation, unless he wears, properly fastened, the seat belt with which his seat is equipped."</p> <p>Amendment to section 397 of the Highway Safety Code: " In a moving road vehicle, every child whose sitting height is less than 63 cm, measured from the seat to the top of the head, must be restrained by a restraint system or booster cushion that complies with the</p>	

## Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		Fines: \$80-\$100 Demerit points: 3		<p>regulations under the Motor Vehicle Safety Act (Statutes of Canada, 1993, chapter 16). The restraint system or booster cushion must, in accordance with the manufacturer's instructions affixed thereon, be suitable for the child's height and weight and be securely attached to the vehicle.</p> <p>The driver is responsible for ensuring that all children whose sitting height is less than 63 cm are seated in a properly installed safety seat.</p> <p>Fines: \$80-\$100 Demerit points: 3</p>	
NB	Nov. 1983	<p><b>200.1(3)</b> Subject to subsection (5), every person who drives on a highway a motor vehicle in which a seat belt assembly is provided for the driver shall wear the complete seat belt assembly in a properly adjusted and securely fastened manner.</p> <p><b>200.1(4)</b> Subject to subsection (5), every person, other than a person under the age of sixteen, who is a passenger in a motor vehicle being driven on a highway and who occupies a seating position for which a seat belt assembly is provided shall wear the complete seat belt assembly in a properly adjusted and securely fastened manner.</p> <p><b>200.1(6)</b> Subject to subsection (7), no person shall drive on a highway a motor vehicle in which there is a passenger who is under sixteen years of age and occupies a seating position for which a seat belt assembly is provided unless that passenger</p> <p>(a) is wearing the complete seat belt assembly in a properly adjusted and securely fastened manner, or</p> <p>(b) is occupying and is properly secured in a child seating and restraint system prescribed by regulation, as the case may be.</p> <p><b>200.1(8)</b> The Lieutenant-Governor in Council may make regulations</p>	Nov. 1984	<p><b>6(1)</b> No person shall drive on a highway a motor vehicle in which there is a passenger</p> <p>(a) who is under the age of five years, and</p> <p>(b) who weighs eighteen kilograms or less</p> <p>unless that passenger is occupying and is properly secured in a child seating and restraint system prescribed under section 7.</p> <p><b>7</b> A child seating and restraint system</p> <p>(a) the use of which is in compliance with the manufacturer's specifications as to the weight of the child,</p> <p>(b) that is installed in accordance with the installation information required by section 17 of the <i>Children's Car Seats and Harnesses Regulations</i> under the <i>Hazardous Products Act</i>, chapter H-3 of the Revised Statutes of Canada, 1970, and</p> <p>(c) that has indelibly printed on it or permanently affixed to it</p> <p>(i) the information prescribed by subsections 16(1) and (2) of the <i>Children's Car Seats and Harnesses Regulations</i> under the <i>Hazardous Products Act</i>, chapter H-3 of the Revised Statutes</p>	

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Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		(a) requiring the use of child seating and restraint systems in motor vehicles on highways and prescribing the specifications thereof;		of Canada, 1970, or  (ii) a label stating that it meets the Canadian Motor Vehicle Safety Standard (CMVSS 213.1),  is a prescribed child seating and restraint system for the purposes of paragraph 200.1(6)(b) of the Act.	
NS	June 11, 1984	<p>While a motor vehicle is being operated on a highway other than in reverse, the driver of the motor vehicle shall wear a seat belt if a seat belt is available to the driver.</p> <p>No person shall operate a motor vehicle on a highway unless every passenger in the motor vehicle who is under sixteen years of age is secured</p> <p>While a motor vehicle is being operated on a highway, every passenger in the motor vehicle who is sixteen years of age or older shall wear a seat belt if a seating position with a seat belt is available to that passenger.</p> <p>Every registered owner of a motor vehicle shall maintain all seat belts for the vehicle in good condition.</p> <p>No person shall modify a seat belt in any way which reduces its effectiveness or remove a seat belt except for maintenance or if the seating position has been removed.</p>	October 18, 2004	<p>Bill 121 was amended to provide protection for children who are between 18 – 27 kg in ensuring they use a booster seat. The bill was passed but has not yet been proclaimed.</p> <p>No person shall operate a motor vehicle on a highway unless every passenger in the motor vehicle who is under sixteen years of age is secured</p> <p>(a) in the prescribed manner in a child restraint system, where the passenger is of an age, height or weight for which such a system is prescribed; or</p> <p>(b) where the passenger is not of an age, height or weight for which a child restraint system is prescribed, in a seat belt if a seating position with a seat belt is available to that passenger.</p>	<a href="http://www.gov.ns.ca">www.gov.ns.ca</a>
PE		<p>While a vehicle is being operated on a highway other than in reverse, the driver of the motor vehicle shall wear a seat belt if available</p> <p>No person shall operate a vehicle on a highway unless every passenger who is under 16 is secured</p> <p>While a motor vehicle is being operated on a highway, every passenger 16 and older shall wear a seat belt if available</p>		<p>An infant (less than 9 kg) shall be secured in a rearward facing infant restraint system that conforms to CMVSS and which is used in accordance to manufactures instructions.</p> <p>A toddler (9 kg – 18 kg) shall be secured in a child restraint system that conforms to CMVSS and which is used in accordance to manufactures instructions.</p> <p>A pre-schooler (18 kg – 23 kg) shall be secured</p>	

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Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
				by a pelvic restraint of a seat belt assembly or a booster seat system that conforms to CMVSS and which is used in accordance to manufactures instructions.	
NL		<p>A person shall not operate a vehicle on a highway in which a seat belt assembly is required under the Motor Vehicle Safety Act (Canada) at the time that the vehicle was manufactured or imported if the seat belt has been removed, rendered partially or wholly inoperative or modified to reduce it's effectiveness</p> <p>A person who operates a vehicle in which a seat belt assembly is provided for the driver shall wear the complete seat belt assembly in a properly adjusted and securely fastened manner.</p> <p>A person who is a passenger of a vehicle in which a seat belt assembly is provided for the seating position occupied by the passenger shall wear wear the complete seat belt assembly in a properly adjusted and securely fastened manner.</p>		A person shall not operate on a highway a vehicle in which there is a passenger who is under 5 years of age or whose weight does not exceed 18 kilograms, unless that passenger is occupying and properly secured in a child seating and restraint system as prescribed under the regulations.	
NT	2001	<p>The driver of a motor vehicle shall, while the motor vehicle is being operated on a highway, wear a complete seat belt assembly in a properly adjusted and securely fastened manner. (s.146 of Motor Vehicles Act)</p> <p>A passenger in a motor vehicle shall wear a complete seat belt assembly in a properly adjusted and securely fastened manner. (s.146 of the Motor Vehicles Act)</p> <p>No person shall operate a motor vehicle on a highway if there is a passenger who is under 15 years of age, unless the passenger is wearing a complete seat belt assembly in a properly adjusted and secured manner or a prescribed child restraint system. (s.146 of Motor Vehicles Act)</p>	2001	It is the driver's responsibility to ensure that children from birth to 18 kg must be restrained according to ss.146(4) of the Motor Vehicles Act.	

## Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
YT	July 1991	<p>Driver and passengers must wear a seat belt while travelling in a motor vehicle.</p> <p>Seat belt is the seat belt assembly or restraint system for a seat which is specified for the vehicle by the Motor Vehicle Safety Act of Canada at the time the vehicle was manufactured, assembled or imported.</p> <p>Drivers are responsible to ensure that passengers up to the age of 15 years use a seat belt.</p> <p>The registered owner of a vehicle is responsible for ensuring that all seat belts are in proper working order.</p> <p>It is illegal to operate a motor vehicle if the seat belts have been removed or are not working properly or are modified to reduce effectiveness.</p>	July 01/91	<p>Drivers must ensure that child passengers ( 6 years and under) in a motor vehicle are properly secured with a federally prescribed child restraint system</p> <p>A child who weights less than nine kilograms;</p> <p>or nine kilograms or more but less than 22 kilograms;</p> <p>is properly secured for the purposes of the Motor Vehicle Act if secured in the manner set out in the Motor Vehicle Safety Regulations.</p> <p>Children under six years old who are heavier than 22 kg. should use a booster seat or cushion along with a properly adjusted seat belt.</p> <p>Children over six years old will wear the complete seat belt assembly.</p>	
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