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

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## **NATIONAL OCCUPANT RESTRAINT PROGRAM 2010**

### **Annual Monitoring Report 2005**

*Prepared For*

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

August 2007

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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 and Northwest Territories participated in the 2005 NORP Monitoring Survey, which covers the period of January 1, 2005 through to December 31, 2005.

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.

Transport Canada’s cycle of rural/urban seat belt usage surveys continued in 2005, with a report on the results of the 2004 rural seat belt results being reported in May of 2005. This survey, which occurred from September 22 – 28, 2004 at 252 sites observed 39,769 vehicles and 58,743 occupants. The survey reported that the Canadian rural seat belt usage rate of all vehicle occupants was 86.9 percent. It is interesting to note that when comparing the previous rural seat belt usage rate of front seat passengers to the 2004 results, the percent increased 2.1 percent, a small step in the right direction.

Jurisdictions with rural seat belt usage rates at or above the national average were Quebec, Ontario, Manitoba and Saskatchewan.

The survey results continue to show a disparity in usage by occupants of light trucks compared to other vehicle types; males drivers compared to females and those under the age of 25 compared to older drivers.

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 and hopefully, more targeted resources to address problem areas.

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 who have passed legislation to make the use of booster seats mandatory. Ontario's legislation was effective September 2005. Nova Scotia's is expected to be in effect January 1, 2007. 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 2005 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 2005, Ontario was successful in the removal of a historical exemption from the use of child car seats and booster seats for drivers of public vehicles under contract with a school board or other authority for the transportation of children.

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 "Canada Road Safety Week". All conducted some form of Selective Traffic Enforcement Programs (STEP) during 2005. 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 third annual Canada Road Safety Week was held in 2005, the week leading up to and including the long weekend in May. NORP ran a public awareness campaign, consisting of radio and television public service announcements, in the month of May, in conjunction with the enforcement focus. All enforcement in Canada participated in Canada Road Safety Week.

Almost all jurisdictions that reported on STEP programs conducted in 2005 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 2005, police in the majority of jurisdictions had some form of training pertaining to child car seat usage and Road Safety Vision (RSV) 2010 targets.

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. However, it is still a struggle to measure the perceived risk of apprehension. 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.

The child passenger safety model legislation serves as basic principles that would best contribute to improvements in occupant protection within the framework of existing legislation.

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.

## PROGRESS BEING MADE TOWARDS NORP'S RSV 2010 GOALS

### **Sub-target: Minimum seat belt wearing rates and proper use of child restraints of 95% by all motor vehicle occupants<sup>1</sup>**

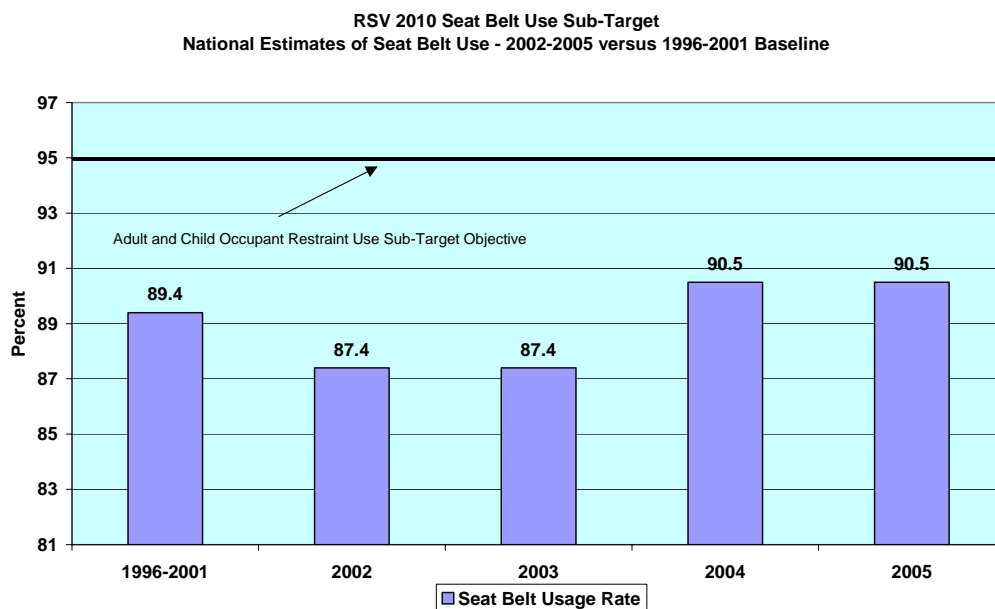
Although benchmark data do not exist for this sub-target, the application of the methodology used in a Transport Canada study to estimate seat belt effectiveness indicates that with gradual annual increases in restraint use to 95% by 2010, an estimated 715 additional lives will be saved and 1,377 serious injuries avoided during the timeframe of RSV 2010 (assumes that the level of injuries avoided was the same for seriously injured occupants as for all injured occupants.)

### **Baseline Indicators: Results of TC Seat Belt Use Survey among adult occupants:**

2002-2003 National Seat Belt Use Rate	2008-2010 Target
87.4%	95%

### **Sub-target:**

A 40% decrease in the number of unbelted fatally or seriously injured occupants<sup>2</sup>

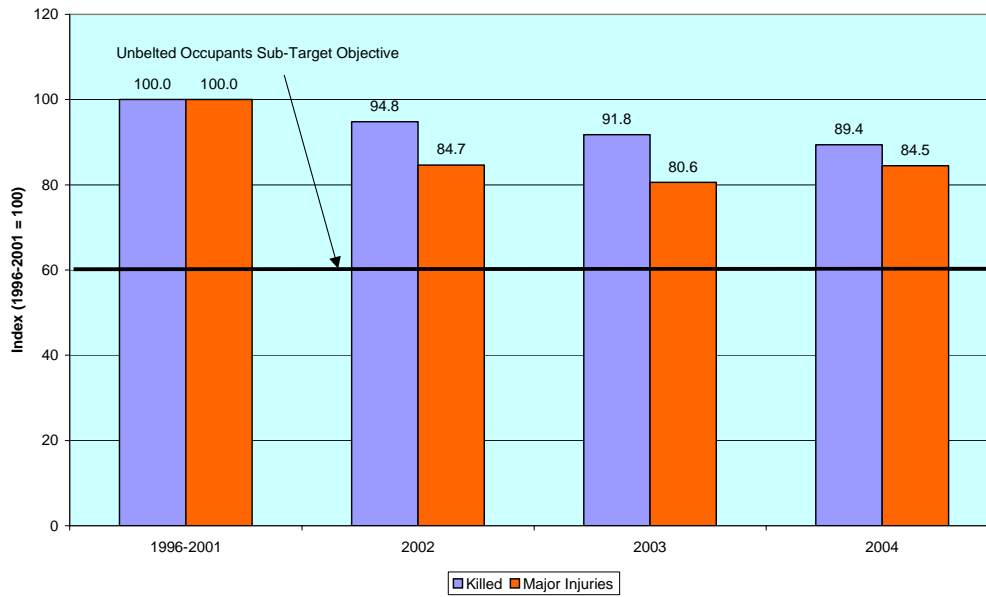


Note: Seat belt usage rates for the 1996-2001 baseline period are not directly comparable to usage rates cited during 2002 and beyond due to differences in survey methodologies.

<sup>1</sup> It must be pointed out that effective in 2002, Transport Canada dramatically modified the methodology used to estimate national seat belt usage rates, and consequently data for 2002 and beyond are not directly comparable to seat belt usage rates from previous years. For the first time in 2002, Transport Canada conducted a rural seat belt use survey, followed by an urban survey in 2003 that utilized a more representative site selection process than predominantly urban 'national' surveys conducted in 2001 or earlier. The combined results of the 2002 rural and 2003 urban observations were used to estimate the 2002-2003 national figure. The 2002-2003 national figure, which utilizes weighted results from both surveys, and includes considerably more observation sites (384 versus 240) than seat belt surveys from earlier years, is deemed to be more accurate than its predecessors. Consequently, unlike all other sub-targets, that compare current year victim figures to the 1996-2001 baseline period, the 2002-2003 national seat belt usage rate was used as the baseline indicator for this sub-target. While the results of the 2004 national rural seat belt use survey have been published, the combined 2003-2004 urban-rural results are not yet available.

<sup>2</sup> Baseline data for the Road Safety Vision 2010 sub-targets are based on average annual fatalities and serious injuries that occurred during the 1996-2001 period, which was the timeframe of Road Safety Vision 2001. Baseline indicators and target objectives are provided for each of the Vision's sub-targets.

**RSV 2010 Unbelted Occupants Sub-Target**  
**Unbelted Fatally/Seriously Injured Occupants - 2002-2004 versus 1996-2001 Baseline**



## **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, 2005 through to December 31, 2005. This report comments on efforts to meet the goals outlined in "Road Safety Vision 2010", successor plan to Road Safety Vision 2001. RSV 2010 has identified enhanced and specific targets associated with motor vehicle occupant protection.

## **NORP 2005 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.

Transport Canada's cycle of rural/urban seat belt usage surveys continued in 2005, with a report on the results of the 2004 rural seat belt results being reported in May of 2005. This survey, which occurred from September 22 – 28, 2004 at 252 sites observed 39,769 vehicles and 58,743 occupants. The survey reported that the Canadian rural seat belt usage rate of all vehicle occupants was 86.9 percent. It is interesting to note that when comparing the previous rural seat belt usage rate of front seat passengers to the 2004 results, the per cent increased 2.1 percent, a small step in the right direction.

Jurisdictions with rural seat belt usage rates at or above the national average were Quebec, Ontario, Manitoba and Saskatchewan.

The survey results continue to show a disparity in usage by occupants of light trucks compared to other vehicle types; males drivers compared to females and those under the age of 25 compared to older drivers,

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. In 2005, NORP requested funding from the CCMTA's Board of Directors, to allow for another cycle of this survey methodology, in order to determine if the increase in usage rates is a trend.

Transport Canada worked with Auto21 to plan a child restraint usage study. It is expected that the study will be piloted in the spring of 2006.

Education on the correct use and installation of child restraints continues. Most jurisdictions are maintaining, if not growing, the network of technicians that are trained to properly install child car seats.

## **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 to address the issues in their jurisdictions that could lead to making improvements to these targets. Strengthening linkages' with agencies that are also involved in occupant restraints so the targets and reasons for them are understood is another effort towards achieving success.

## **RECOMMENDATION #2**

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

2005 saw the removal of a historical exemption from the use of child car seats and booster seats for drivers of public vehicles under contract with a school board or other authority for the transportation of children in Ontario.

## **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 has been very slow over the past few years. Hopefully, this is not an indication 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 \$235 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. Two jurisdictions increased their fines in 2005. Saskatchewan's went from \$115 to \$165. Manitoba raised their fine from \$230 to \$235.

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 out numbers the jurisdictions that do not. British Columbia and (with the exception of their GDL program), Alberta have not applied demerit points for seat belt or child restraint non-use. Manitoba does not assign demerit points for child restraint non-use.

The tables in appendices IV - VI show the current (2005) 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<sup>3</sup>, 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.**

In an attempt to make the NORP model legislation more adaptable, NORP wrote to Transport Canada in 2004 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. TC is just beginning work on an amendment to the regulations to raise the mass for child seats from the current 40 lbs. The booster seat issue will be reviewed as part of this project. We would not be able to give any definitive time lines to this project at this time. Possibly we will have a publication ready by mid 2007.

Quebec implemented measures that require children to be restrained in a booster seat in 2002. In Ontario 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 came into effect in September 2005. Nova Scotia announced changes to the child restraint regulations in December of 2005, with

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<sup>3</sup> Model of Legislative Provisions for Motor Vehicle Occupants (June 2004)

an expected effective date of January 1, 2007. The new regulations will require infants to be rear facing; children of at least 10kg and at least one year old be forward facing; children under 18 kg must be in a child seat; and children who weigh more than 18 kg must be in a booster if they are younger than 9 and/or less than 145 cm. tall.

Seven out of the eleven reporting jurisdictions indicated that matching jurisdictional laws with the NORP recommended model is a priority. However, there is limited legislative activity. The revisions to the Model of Legislative Provisions for Motor Vehicle Occupants in 2004 will hopefully guide jurisdictions to make 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 Canada Road Safety Week. Both Operation Impact and Canada 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 executed across the country:

- Nationally, using material provided by Alberta Occupant Restraint Program (AORP), NORP held a public awareness campaign in May 2005, in conjunction with Canada Road Safety Week. Radio and TV public service announcements were distributed across Canada to regional spokespeople. A toolkit was also developed and distributed, to assist regional spokespeople in planning events, contacting the media and identifying the key messages of the campaign. This campaign involved tremendous collaboration and cooperation all 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 website 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 which included a media event. Provincial and local enforcement blitzes were held during regional campaigns. ICBC, BCAA partnered with enforcement and health professionals on education and enforcement of child safety seats, including contest draws.
- Manitoba held air bag and rollover simulator demonstrations at public events to reinforce the importance of using seat belts. Child safety seat inspections were provided 7 days a week in Winnipeg.
- Nova Scotia held “Operation Road Safety in conjunction with police agencies. A press release was issued in December 2005 informing the public about the new child restraint regulations.
- Quebec conducted 291 child seat inspection clinics in 2005. They also produced and distributed an education program intended for kindergarten to teach children the importance of their safety seats. Police officers received seat belt and child safety training.
- RCMP in Saskatchewan have made enforcing occupant restraint usage, specifically in rural areas, a priority. Both Canada Road Safety Week and Operation Impact are among the checkstops that they conduct. Many of the municipal forces hold “focus of the month” blitzes, which include seat belts.
- RCMP in Yukon conducted regular STEP programs, including Operation Impact. Two rural community child restraint clinics were conducted in 2005. They also held car seat clinics in French, specifically for the francophone community at a community health fair.
- In addition to Ontario’s spring and the fall provincial seat belt campaigns, the Ontario Provincial Police conduct a “cottage patrol program” every long weekend, aimed at both seat belt and child safety seat usage.
- New Brunswick held joint enforcement check stops with the RCMP, Regional, Municipal police forces.
- In 2005, Transport Canada continued to issue 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.

## **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, British Columbia, 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's rural seat belt coalition focused on child safety seats.
- The Yukon RCMP held two child safety seat clinics in rural communities.
- Saskatchewan continues to target occupant restraint use in Aboriginal communities through posters, radio ads in English, Cree and Dene and presentations. A seat belt radio advertising campaign ran in the spring and fall (during seeding and harvest) in the rural parts of the province. Closed captioning was run during programming geared directly to the rural audience. Child car seat clinics are promoted through print and radio ads. From May to September anyone who attended a car seat clinic entered a contest where a booster seat was drawn for at each clinic, with a grand prize draw at the end of the campaign for a \$1,000 registered education savings plan.
- 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. Child safety seat clinics were also held.
- British Columbia conducted an Aboriginal specific campaign in October, which promotes both seat belt and child safety seat use. Technician training, information sessions were also held.
- Some rural communities in Ontario conducted seat belt counts during the fall seat belt campaign, complemented with radio and print advertising. Grants were offered through the Ministry of Transportation as part of the fall seat belt campaign.

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's survey results indicate that Quebec,

Ontario, Manitoba and Saskatchewan appear to have been most successful in bridging this gap. The improved survey methodology will, hopefully allow jurisdictions to invest appropriate resources to address the issues in their jurisdictions that could lead to making improvements in rural seat belt usage. It may be helpful to discuss what measures have been undertaken in jurisdictions that have achieved improvement. 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 2005, 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. British Columbia also targeted vulnerable road users such as motorcycles and pedestrians.

The following chart shows the number charges laid and convictions for occupant restraint offences by jurisdiction in 2005:

Jurisdiction	Adult Occupant Restraint Charges Laid	Adult Occupant Restraint Convictions	Child Restraint Charges Laid	Child Restraint Convictions
AB	32,000	n/a	3,000	n/a
BC	91,980	90,150	600	580
MB	n/a	2,326	n/a	96
NS	n/a		n/a	
NB	n/a	5,163	n/a	94
NL	n/a	1,239	n/a	74
NT				
ON	79,719	62,241	1,125	732
PE	n/a	786	n/a	9
QC	n/a	41,378	n/a	1,217
SK	n/a	8,101	n/a	509
YT	615	592	1	1
<b>TOTAL</b>	<b>204,314</b>	<b>211,976</b>	<b>4,726</b>	<b>3,312</b>

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. The progress made in 2005 with the two year pilot of Phase II is on track, with completion expected later this year.

### **COMMENTARY:**

A method of accurately measuring the perceived risk of apprehension needs to be developed. NORP plans to seek the assistance of the CCMTA's Research Task Force 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 CCMTA's Strategy to Reduce Impaired Driving).**

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 2005 saw the third annual Canada Road Safety Week, which resulted in 320 impaired driving related charges, 3,636 occupant restraint related charges and 1,498 intersection related charges. 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 Victoria Day long weekend in May. Operation Impact, in October 2005 resulted in 274 impaired charges and 2,738 seat belt charges as well as 1,205 intersection related 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.

A national public awareness campaign ran in conjunction with Canada Road Safety Week in May of 2005. In excess of 90 media outlets across the country were contacted to add our radio and TV public service announcements to the rotation. There were also numerous creative and innovative events planned to promote seat belt and child restraint usage. The outcome of this education/enforcement combination provided necessary feedback that will contribute to more successful projects of this nature in the future.

## COMMENTARY

We are seeing an increase of this type of programming nationally. However, what is needed is individual jurisdictions taking more initiatives 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 used public education material made available by the Alberta Occupant Restraint Program (AORP). After a review of materials from across the country, it was deemed these materials were suitable for use in a national awareness campaign. The pursuit of these materials resulted in an agreement that NORP found very affordable (NORP requested \$10,000 funding from the CCMTA Board of Directors and spent just under \$1,500, thanks to partnerships with jurisdiction).

CCMTA continues to maintain an inventory of public education materials pertaining to occupant restraints, with annual fall updates. This information is available on the CCMTA web site. The following table lists public education materials created or updated in 2005, by the provinces and territories to promote child occupant restraint use:

JURISDICTION	ITEM	TARGET	DISTRIBUTION METHODS
<b>Alberta</b>	Information available on the web Print material and radio through AORP Training sessions for health, enforcement and volunteers through Alberta Infrastructure		See item for distribution methods
<b>British Columbia</b>	Web site, brochures, fact sheets, PSA's, press releases, road signage, city buses, government vehicles, toll free information lines, print and radio ads, videos, child seat clinics, enforcement, booths at events, conferences	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>	TV and radio spots, busboards, certified technicians who pass the info onto the public	Parents and caregivers	Website, brochures, and phone number
<b>Ontario</b>	Information provided on the web, Fall and Spring seat belt campaigns, car seat clinics, media events, news releases, updated COMPASS signs on the 400 series highways, brochure	Parents, caregivers, motorists that transport children in Ontario.	Website, MTO distribution centers, Child Care Centres, police services, public health units, and community groups
<b>Quebec</b>	Une place pour moi – a program to teach kindergartens the importance of their safety seats, Le carroussel de la securite – an education program for primary schools	Educators in child care centres, day care centres kindergarten and primary schools	Education program in kindergarten and primary schools
<b>Saskatchewan</b>	Website updates of child restraint clinic locations, times and dates, booster seat and child restraint brochures	Care-givers	Information on the web was promoted through all child passenger safety promotional material, public health and network of child passenger safety technicians
<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>Prince Edward Island</b>	Brochures		PEI access offices

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: [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: [www.hpw.gov.yk.ca](http://www.hpw.gov.yk.ca) (under construction)  
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 continued 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:

- 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 Directors 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 developed and distributed a toolkit to assist jurisdictions in managing media in the public awareness campaign in May 2005. Based on feedback received, the toolkit will be 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 and distributed them to regional spokes-people to be used in the public awareness campaign in May 2005. This campaign was “sponsored” by CCMTA. It is hoped that 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. The formation of CCMTA’s Rural Road Safety Task Force will also benefit this strategy.

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

NORP has a number of 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. The NORP Task Force has representation from SafeKids Canada and the 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 CCMTA’s 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 Task Force. Since 2004, this inventory includes not only child occupants but all occupant restraint materials.

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

The creation of the RSV 2010 Communications Task Force in 2004 should help to make the coordination of consistent messaging across task forces. There is overlap in membership between the Communications Task Force and NORP.

- 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 seatbelt 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 has a project outline and hopes to move forward this year. 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.

## **APPENDIX I:**

### **Number of People Killed or Injured as Passengers in Motor Vehicles (light duty vehicles) in Canada as Reported in 2005**

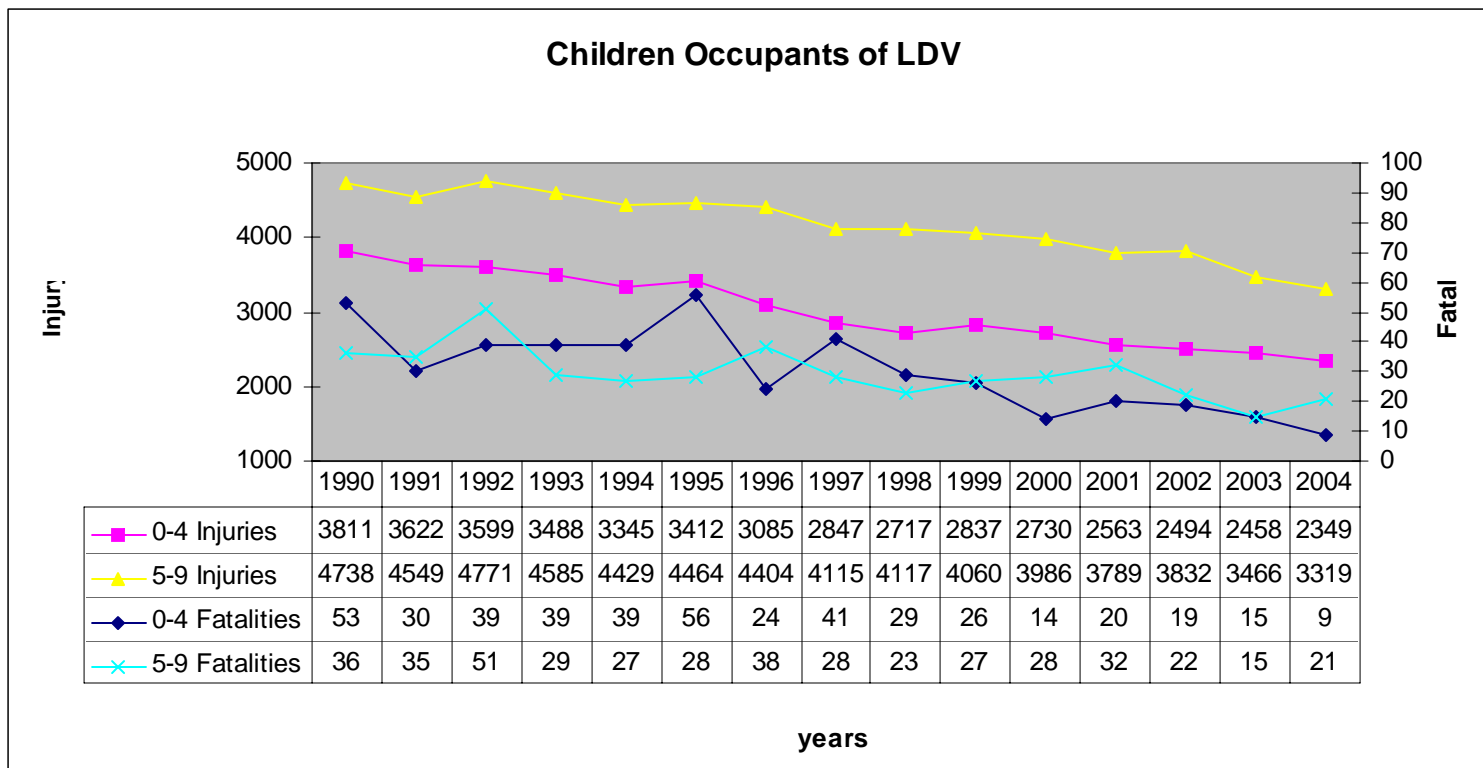
<b>JURISDICTION</b>	<b>DEATHS</b>	<b>% CORRECTLY RESTRAINED*</b>	<b>INJURIES</b>	<b>% CORRECTLY RESTRAINED*</b>	<b>% of Pop</b>
<b>AB</b>	276	39.5%	20018	74.4%	10.0%
<b>BC</b>	281	58.2%	23356	91.2%	13.1%
<b>MB</b>	64	48.3%	6738	94.1%	3.7%
<b>NB</b>	48	40.9%	3598	91.7%	2.4%
<b>NL</b>	19	44.4%	1991	90.6%	1.6%
<b>NS</b>	68	100.0%	3826	98.8%	2.9%
<b>NU</b>	0	0.0%	13	0.0%	0.1%
<b>NT</b>	2	50.0%	100	87.1%	0.1%
<b>ON</b>	594	66.6%	61442	93.7%	38.8%
<b>PE</b>	20	63.2%	836	89.5%	0.4%
<b>QC</b>	437	64.6%	43042	94.8%	23.6%
<b>SK</b>	91	43.4%	6399	80.3%	3.1%
<b>YT</b>	4	66.7%	164	86.4%	0.1%
<b>Total</b>	1904	59.7%	171523	91.0%	100.0%

\*total excludes unknown category

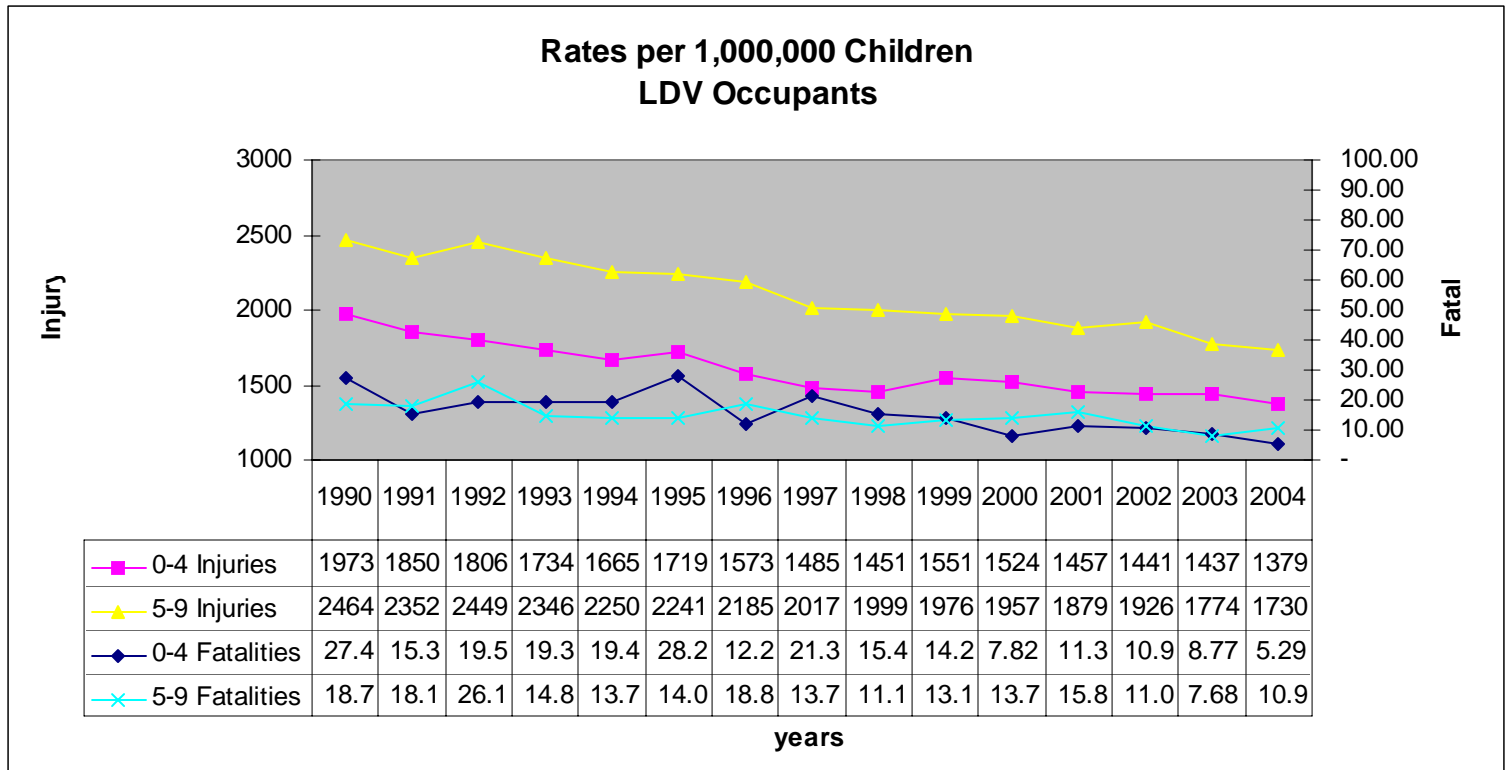
(Last updated July 6, 2007 with 2004 figures.)

## APPENDIX II:

### Children Aged 0 – 9 Killed or Injured Across Canada (1990 – 2004)



(Last updated July 2007, with 2004 data from Statistics Canada.)



(Last updated July 2007, with 2004 data from Statistics Canada.)

**Appendix III: Fine & Demerit Point Table (updates are in red 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		<b>\$120 + \$18***</b>	0	9-14	15-19 (probation letter)	20+ intent to prohibit	2-3*	2-3*	4-6 1 month prohibition*
MB		<b>\$235</b>	2	****	n/a	**	**	n/a	**
NB	\$168 - \$1000	\$168	1	7	n/a	10	n/a	n/a	4 – 1 <sup>st</sup> year 6 – 2 <sup>nd</sup> year
NL	\$100 – \$500	\$100	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	<b>Set fine</b>	\$90 + \$20	2	6	9	15	2	6	9
PE	\$100 - \$200	\$100 + \$10	3	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>\$165</b>	3	9-14	15-19 (after interview, training or retesting)	20	<b>2</b>	<b>3 – traffic safety workshop or education session</b>	<b>Not based on points – 4<sup>th</sup> incident (traffic conviction or at fault collision)</b>
YT		\$75	4	8	n/a	15	<b>GDL 4</b>	n/a	<b>GDL 7</b>

\* 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).

\*\*\* \$120 + \$18 victim surcharge. Reduced by \$25 if paid within 30 days.

\*\*\*\* **Driver Improvement is based on severity and frequency of incidents added to a driver's record.**

GDL: Graduated Driver's License (Alberta)

Last updated April 2006, with 2005 data

**Appendix IV: NORP - Child Restraint Exemptions Table** (updates are in **red 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	*		16	1			*	*
-Registered to someone other than parent/guardian	7			2			2	7				7
-Non-resident under 9 kg/rental vehicle				<b>5</b>								
-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):	*	*	*	*	*	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	<b>12</b>				*			*	
Ambulance (if seat belt not available):	*		*	<b>12</b>	*			*				*
Day care pre-school activity:	7,12		12									
Bus (for hire):	*		12	<b>12</b>	*						*	
Motor-home:	12		12	<b>12</b>							*	
Legislation enacted:	Mar.1 85	Nov.13 84	Nov.1 83	April 84	11/1/82 11/1/83 10/16/89 09/01/05	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 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
- 16) Must comply with home jurisdictional requirements. If no requirement must use child restraint

Last updated: April 2006 with 2005 data

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

Exemption in Place (*)		BC	AB	SK	MB	ON	QC	NS	PE	NB	NL	YT	NT
All drivers:	-Driving in reverse	*	*		*	*	*	*	*	*	*	*	
Medical:	-Requiring medical certificate/time limited	*	*	<b>11</b>	*	*	*	1		*	*	*	
	-Physical characteristics: size or build	*	*	<b>11</b>	*	*	*	*			*	*	
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					<b>3</b>		*	*				
	-If not occupying position with seat belt available			*							*		
	-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	*	*	<b>10</b>	*	*				*	5	<b>7</b>	
	-Canada Post employees on rural mail delivery			<b>5</b>		*				*			
Taxi cab drivers:	-Operating a taxi cab for hire	7			*			*					
	-In the performance of his work							*					
	-When carrying passengers for hire	*	*	*		*	*	*					
Bus drivers (Transit):			*	9	*								
Driving instructors:					*								
Driving examiners:					*								
Parade participants:			*		*								
Pelvic restraint only must be worn:		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.1 83	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 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
- 11) The administrator may exempt a person if satisfied s/he is unable to wear a seat belt assembly

Last Update April 2006 with 2005 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	
British Columbia	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> <p>(a) driving a motor vehicle in reverse,</p> <p>(b) who is in possession of, and produces on request to a peace officer, a valid and subsisting certificate</p>	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><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/Index.cfm">www.nhtsa.dot.gov/CPS/CSSRating/Index.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://safekids.org">http://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_seatbelt.html">www.icbc.com/buy_car/buycar_seatbelt.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>

## 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>(i) issued by the 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 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</p>	1991	<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>(a) not licensed in British Columbia, or</p> <p>(b) on rental for a period not exceeding 30 days.</p> <p>Non-application — general</p> <p>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</p> <p>39.01 Subject to section 9 of the Passenger Transportation Regulation, B.C. Reg. 266/2004, 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</p>	<p><a href="http://www.ccmata.ca/">www.ccmata.ca/</a></p> <p><a href="http://www.nhtsa.dot.gov/">www.nhtsa.dot.gov/</a></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
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		<p>assembly, or            (iv) because of the person's size, build or other physical characteristic, unable to wear a seat belt assembly, or            (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:            (a) requiring the use of child seating and restraint systems in motor vehicles on highways and prescribing the specifications for them;            (b) defining the age of a child for the purpose of paragraph (a);            (c) providing for the exemption from any provision of this section of any            (i) type or class of motor vehicle, and            (ii) class or group of drivers or passengers in motor vehicles.</p> <p>(10) A person who contravenes this section commits an offence.</p> <p>MOTOR VEHICLE ACT REGULATIONS</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</p>		<p>unless passenger is properly seated            39.02 Subject to section 9 of the Passenger Transportation Regulation, B.C. Reg. 266/2004, 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.            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> <p>Seating for a child            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>	
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## 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
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	1991	<p>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>Alberta</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)	Jan 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>Saskatchewan</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 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</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 system, as defined in the regulations made pursuant to The Vehicle Administration Act, so that it is properly adjusted and securely fastened in the manner recommended by the manufacturer; and</p>	

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		<p>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>(ii) the child restraint system or infant restraint system:                      (A) is appropriate for the passenger's weight and height; and                      (B) is secured to the vehicle in the manner recommended by the manufacturer.</p>	
<b>Manitoba</b>	April 1984	<p>All drivers and passengers are required to wear seat belts in seating positions that have seat belts. Some exemptions exist.</p> <p>Highway Traffic Act:                      Seat belt assembly                      186(1) In this Act, "seat belt assembly" means a seat belt assembly as defined in the regulations made under the Motor Vehicle Safety Act (Canada).                      Condition of seat belt assembly                      186(2) No person shall, on a highway, operate or permit the operation of a motor vehicle in which a seat belt assembly, or an automatic occupant protection system as defined in the regulations made under the Motor Vehicle Safety Act (Canada) and required by those regulations at the time the motor vehicle was manufactured in Canada or imported into Canada, has been removed, or has been modified or rendered partly or wholly inoperative so as to reduce its effectiveness.                      Seat belt required by driver                      186(3) 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 a complete seat belt assembly in a properly adjusted and securely fastened manner; but where a seat belt assembly consists of a separate pelvic and torso restraint the driver may wear the pelvic restraint only.                      Seat belt required by passenger</p>	April 1984	<p>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.</p> <p>Highway Traffic Act:                      Child restraints required                      186(9) No person shall operate, or permit the operation of, a motor vehicle on a highway unless every passenger in the vehicle who has not yet attained the age of 5 years and who is under 50 pounds in weight is properly secured in a restraining device of a kind prescribed in the regulations and the device is properly secured to the motor vehicle.</p> <p>Child Restraining Devices Regulation (M.R.411/87)</p> <p>Standard                      1 For the purpose of subsection 186(9) of the Act, a child restraining device is one that complies with the requirements of the Motor Vehicle Safety Regulations under the Motor Vehicle Safety Act (Canada) and has been properly installed in a motor vehicle.</p> <p>Application                      2 Subsection 186(9) of the Act does not apply                      (a) where a motor vehicle                      (i) is registered in another province or</p>	<p><a href="http://web2.gov.mb.ca/laws/statutes/ccsm/h060_3e.php#186">web2.gov.mb.ca/laws/statutes/ccsm/h060_3e.php#186</a></p> <p><a href="http://web2.gov.mb.ca/laws/regs/pdf/h060-119.92.pdf">web2.gov.mb.ca/laws/regs/pdf/h060-119.92.pdf</a></p> <p><a href="http://web2.gov.mb.ca/laws/regs/pdf/h060-411.87r.pdf">web2.gov.mb.ca/laws/regs/pdf/h060-411.87r.pdf</a></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
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		<p>186(4) Subject to subsection (5), every person who is a passenger in a motor vehicle while it is being driven on a highway in which a seat belt assembly is provided for seating positions occupied by the passenger shall wear the complete seat belt assembly in a properly adjusted and securely fastened manner; but where a seat belt assembly consists of a separate pelvic and a torso restraint the person may wear the pelvic restraint only. Wearing seat belts not required 186(5) Subsections (3) and (4) do not apply to a person (a) driving a motor vehicle in reverse; (b) who holds a certificate signed by a qualified medical practitioner certifying that the person is during the period stated in the certificate, unable for medical reasons to wear a seat belt assembly and on request made by a peace officer produces the certificate; (c) where the peace officer is satisfied that by reason of the person's size, build or other physical characteristics, the person is unable to wear a seat belt assembly; (d) while he is engaged in work which requires him to alight from and re-enter the motor vehicle at frequent intervals and who while engaged in the work does not drive at a speed exceeding 40 kilometres per hour; (e) who is a peace officer and the use of a seat belt assembly would obstruct or hinder him in the performance of his duties; (f) who is a driving instructor of a driving instruction school or any other person while engaged in driving instruction; (g) who is a provincial driver examiner while engaged in driver examination; (h) who has not attained the age of 5 years; or (i) who is in the care or custody of a peace officer. Age restriction 186(6) Subject to subsection (7), no person shall drive on a highway a motor vehicle in which</p>		<p>jurisdiction which does not require the use of child restraint systems, or (ii) is a u-drive vehicle rented for a period not exceeding 21 days, or (iii) is a taxicab, while it is transporting for hire a passenger;</p> <p>(b) where a certificate signed by a qualified medical practitioner certifying that the person is, during the period stated in the certificate, unable for medical reasons to wear a child restraint system and upon request made by a peace officer produces the certificate;</p> <p>(c) where to the satisfaction of a peace officer, the person is of such size or build or possesses such other physical characteristics that he would be unable to be constrained in a child restraint system;</p> <p>(d) to the casual and occasional transportation of a child or children in a vehicle driven by a person who is not the parent of the child or children and the vehicle is not equipped with a child restraint system;</p> <p>(e) where a motor vehicle is not equipped with safety belts as required under the Canadian Motor Vehicle Safety Standards.</p>	
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		<p>there is a passenger</p> <p>(a) who has attained the age of at least 5 years but has not yet attained the age of 18 years; or</p> <p>(b) who is under the age of 5 years but whose weight exceeds 50 pounds;</p> <p>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; but where the seat belt assembly consists of a separate pelvic and torso restraint, the passenger may wear the pelvic restraint only.</p> <p>Medical or physical restrictions</p> <p>186(7) Subsection (6) does not apply where the passenger</p> <p>(a) holds a certificate signed by a qualified medical practitioner certifying that the person is, during the period stated in the certificate, unable for medical reasons to wear a seat belt assembly, and on request made by a peace officer produces the certificate;</p> <p>(b) is, to the satisfaction of a peace officer, of such size or build or possesses such other physical characteristics that he is unable to wear a seat belt assembly;</p> <p>(c) is engaged in work which requires him to alight from and re-enter the motor vehicle at frequent intervals and the motor vehicle is not being driven at a speed exceeding 40 kilometres per hour; or</p> <p>(d) is in the care or custody of a peace officer.</p> <p>Driving while on duty</p> <p>186(8) Subsections (3), (4) and (6) do not apply to</p> <p>(a) a peace officer who in the lawful performance of his duty, is transporting a person in his care or custody;</p> <p>(b) a driver where he is transporting a passenger for hire in a taxicab or livery; or</p> <p>(c) a medical attendant where he is transporting a patient in an ambulance.</p> <p>Seat Belt Exemptions Regulation</p>			
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		<p>Exemptions</p> <p>1 The provisions of subsections 186(3) and (4) of The Highway Traffic Act do not apply:</p> <p>(a) a person riding on or in a motor vehicle in a lawfully permitted parade;</p> <p>(b) an urban transit driver when operating a transit bus;</p> <p>(c) a driver and any attendant of a rescue wagon while responding to or returning from an emergency.</p> <p>Application of ss. 186(2) and (11)</p> <p>2 Subsections 186(2) and (11) of The Highway Traffic Act do not apply to motor vehicles which are structurally adapted as custodial vehicles by the Provincial Sheriff's Branch or any provincial or municipal police department, in Manitoba and are used primarily for the purpose of conveying persons in lawful custody.</p>			
Ontario	1976	<p>Driver and passengers to buckle up if in a seating position with a seat belt.</p> <p>Driver to ensure passengers under 16 years old wear seat belt.</p> <p>Driver required to ensure child passenger secured as prescribed in the regulations.</p>	<p>1982</p> <p>Passed Dec 6, 2004 Proclaimed Sept 1, 2005</p>	<p>Infants under 9 kg are to travel rear facing. Toddlers who weigh 9 kg or more but less 18 kg (20-40 lbs.) are to travel forward facing. May travel rear-facing if the manufacturer of the child car seat being used is recommended for use by toddlers.</p> <p>New booster seat requirements: children under eight years old, who weigh 18 kg or more but less than 36 kg (40-80 lbs.) and stand less than between 18 and 36 kgs or 145 cm, (4',9") tall.</p> <p>With specific exemptions, most drivers now required to secure children in a proper child restraint.</p> <p>2 Demerit points for non-compliance</p>	<p><a href="http://www.mto.gov.on.ca/english/about/bill73.htm">www.mto.gov.on.ca/english/about/bill73.htm</a></p> <p><a href="http://www.mto.gov.on.ca/english/safety/cars/eat/choose.htm">www.mto.gov.on.ca/english/safety/cars/eat/choose.htm</a></p> <p><a href="http://www.mto.gov.on.ca/english/safety/cars/eat/tips.htm">www.mto.gov.on.ca/english/safety/cars/eat/tips.htm</a></p> <p><a href="http://www.mto.gov.on.ca/english/safety/cars/eat/card.htm">www.mto.gov.on.ca/english/safety/cars/eat/card.htm</a></p> <p><a href="http://www.mto.gov.on.ca/english/safety/seat/belt.htm">www.mto.gov.on.ca/english/safety/seat/belt.htm</a></p> <p><a href="http://www.mto.gov.on.ca/english/safety/sbab.htm">www.mto.gov.on.ca/english/safety/sbab.htm</a></p> <p><a href="http://www.e-Laws.gov.on.ca/DBLaws/Statutes/English/90h08_e.htm">www.e-Laws.gov.on.ca/DBLaws/Statutes/English/90h08_e.htm</a></p>
Quebec	1976	<p>Under the Highway Safety Code, seat belts are mandatory for all front seat occupants.</p>	1990	<p>Section 397 of the Highway Safety Code : "Every child under 5 years of age who occupies, in a</p>	

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	1990  2002	<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>Fines: \$80-\$100 Demerit points: 3</p>	2002	<p>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.” 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 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>	
<b>New Brunswick</b>	Nov. 1983	<p>200.1(3) 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>200.1(4) 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>200.1(6) Subject to subsection (7), no person</p>	Nov. 1984	<p>6(1) No person shall drive on a highway a motor vehicle in which there is a passenger (a) who is under the age of five years, and (b) who weighs eighteen kilograms or less unless that passenger is occupying and is properly secured in a child seating and restraint system prescribed under section 7. 7 A child seating and restraint system (a) the use of which is in compliance with the manufacturer's specifications as to the weight of the child, (b) that is installed in accordance with the installation information required by section 17 of the Children's Car Seats and Harnesses Regulations under the Hazardous Products Act, chapter H-3 of the Revised Statutes of Canada,</p>	

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		<p>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. 200.1(8) The Lieutenant-Governor in Council may make regulations</p> <p>(a) requiring the use of child seating and restraint systems in motor vehicles on highways and prescribing the specifications thereof;</p>		<p>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 Children's Car Seats and Harnesses Regulations under the Hazardous Products Act, chapter H-3 of the Revised Statutes of Canada, 1970, or</p> <p>(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.</p>	
<b>Nova Scotia</b>		<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</p>	<p>Oct 18, 2004</p> <p>Changes to the existing child seat belt regulations were published in the Royal Gazette on Dec 9, 2005. The current regulations will be effective until Dec 31, 2006. The new regulations will be</p>	<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. Published in the Royal Gazette in 2005 and EFFECTIVE January 1, 2007:</p> <p>a) infants: children less than 1 year and those who weigh less than 10 kg. must be secured in a rearward facing seat.</p>	<p><a href="http://www.gov.ns.ca">www.gov.ns.ca</a></p>

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		belt except for maintenance or if the seating position has been removed.	effective Jan 1, 2007.	<p>b) young children: children who are at least 1 year and weigh at least 10 kg. and less than 18 kg. may face forward.</p> <p>c) older children: Children who weigh more than 18 kg. must be in a booster seat if they are younger than 9 years and/or less than 145 cm. tall.</p>	
<b>Prince Edward Island</b>	July, 1987	<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>	Please provide date	<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 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.</p>	<a href="http://www.gov.pe.ca">www.gov.pe.ca</a>
<b>Newfoundland And Labrador</b>	Please provide date	<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</p>	Please provide date	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. Please provide info on regulations	

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		wear wear the complete seat belt assembly in a properly adjusted and securely fastened manner.			
<b>Northwest Territories</b>	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.	
<b>Yukon</b>	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</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>Or a child weighing 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 may wear the</p>	

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		properly or are modified to reduce effectiveness. Fine: \$75.00 4 demerit points		complete seat belt assembly. Fine: \$75.00 4 demerit points	
Nunavut					