
CCMTA Road Safety Report Series

SPEED AND INTERSECTION SAFETY MANAGEMENT (SISM)

Annual Monitoring Report 2001

Prepared For

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

by

Task Force on Speed and Intersection Safety Management

October 2002

Disclaimer

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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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Summary of Results

The following report assesses activity for the period January 1 to December 31, 2001. Many thanks to those individuals who provided the information needed to complete the Monitoring Report. Unfortunately only 11 of the 13 jurisdictions completed the survey, with one jurisdiction completing only 2 of 4 sections. Overall there were marginal differences in the responses of jurisdictions to the survey questions. Notable differences are indicated in the following summary. It is hoped that the information provided through the monitoring report will enable all jurisdictions to make improvements to their respective programs.

A review of the submissions from each jurisdiction is summarized as follows:

Core Strategies

Education /Awareness

- increase the knowledge and understanding of road users surrounding the risks and consequences of unsafe driving in the topic areas of concern
- increase the knowledge and understanding of vulnerable road users surrounding the risks and consequences of road use
- increase the public awareness of risk of apprehension for such unsafe driving behaviors
- develop key messages

Comment

Virtually all jurisdictions have undertaken work to increase public awareness and understanding of the issues. Speeding and particularly vulnerable road users are better served on this account than intersection safety. A wealth of programs and materials were reported targeting vulnerable road users. Again the depth and breadth of the promotional programs in Quebec in the area of speed and vulnerable road users must be noted. Manitoba and British Columbia have established school curricula based programs, while Nova Scotia and Prince Edward Island conduct driver training in secondary schools. In addition Quebec has developed school-based materials to assist educators in delivering road safety messages to their students.

Research

- undertake research to more fully understand driver motivation for unsafe driving practices of concern
- develop best practices for program development including public education and police enforcement
- establish agreements between CCMTA membership to establish a cooperative approach to researching topics of mutual interest thereby maximizing nationally limited research funds

Comment

A fair amount of research continues to be undertaken within the jurisdictions spread equally through each of the issues. One of the other elements of the SISM strategy was to collect research that could inform practitioners of the most viable approaches to these issues. Other studies as they come available should be forwarded to the Chair for inclusion. CCMTA will act as a clearing house for such documents. Research to help establish police enforcement best practices is sorely needed.

Road infrastructure/standards

- support the development of national standards for establishing speed limits by roadway type
- support the development of a consistent national crash data collection process
- support the development of road infrastructure standards and improvements that will contribute to crash reduction and increase the safety of vulnerable road users

Comment

Road infrastructure/standards was the best applied of all core strategies with all jurisdictions reporting undertaking some strategies (one jurisdiction did not report on this area of endeavor). British Columbia in particular has undertaken a considerable amount of work in a comprehensive approach to these issues.

Enforcement

- determine an optimization of enforcement resources
- coordinate enforcement activity with public education and awareness
- coordinate enforcement activity with road infrastructure improvements
- ensure enforcement is undertaken to support crash reduction objectives

Comment

Enforcement campaigns targeted to the specific issues cited in this strategy are applied in speed 6 of 11 jurisdictions, intersections 2 of 11 and vulnerable road users 4 of 11. The scope of these campaigns ranges from provincial to local. Of those campaigns undertaken about half of them are linked with public education and awareness activities. Sanctions were added in two additional jurisdictions focusing on vulnerable road user safety while 2 additional jurisdictions made the use of bicycle helmets mandatory.

Background

A review of road safety with respect to speed and intersections was undertaken by a subcommittee of the Standing Committee on Road Safety Research and Policies. This review was undertaken at the request of a number of provincial police agencies, road safety stakeholders and as a result of public advocacy.

The subcommittee was to determine the magnitude of collisions related to speed and intersections as well as to identify strategies currently in place to address these issues. In 1998/99 a cross Canada survey was conducted to determine enforcement activity, collision information and related existing legislation. The results of the survey follow:

1. All provinces have a variety of fines and demerits, typically determined by the degree exceeding the speed limit.
2. Some provinces implemented additional victims' surcharges such as additional fines for speeding in school, work or playground zones.
3. Conviction information indicated that speeding represents a large proportion of moving violations. Caution is advised in interpreting these results, in that violation tickets represent an output measure which for speeding, because of the use of technology, is of considerably higher volumes per unit of time than other moving violation strategies. In addition the quantifiable nature of speed enforcement and the assistance of technology in the verification of infractions is frequently used as the basis for traffic stops.
4. Speed is undeniably the major contributing factor to crash severity.
5. All jurisdictions have established programs to address speed, primarily through police agencies.
6. Speed was a factor in 27.8% of fatal collisions resulting in 879 fatalities, 32,398 injuries at an estimated cost of \$1.7 billion annually
7. Intersection crashes were a factor in an average 13.1% of fatal collisions resulting in 415 fatalities, 46,802 injuries and a cost of \$1.2 billion annual

In 1999, as a result of this survey, the CCMTA Standing Committee on Road Safety Research and Policies established the Task Force on Speed and Intersection Safety Management. The review undertaken by the Task Force has resulted in the creation of the Strategy for Speed and Intersection Safety Management (SISM) approved by the CCMTA Board of Directors in December 2000.

Purpose of the Report

As part of the approved strategy the CCMTA is responsible for producing an annual monitoring report on the progress of the SISM strategy. This is the second Monitoring Report and covers the period January 1 to December 31, 2001.

Survey of Jurisdictions

A. Speed Management Strategy

1. Awareness

Question	Yes	No	Comments
a. Since 2000 has your jurisdiction conducted or commissioned any studies on speeding?	2	9	See table below

YES = MB-QC NO = AB-BC-NB-NF-NS-NT-NU-ON-PE-SK-YK No Response = NB-NU

Author(s)	Title	Year
MPI	Omnibus and Rolling Poll Telephone Survey	Ongoing
MPI/City of Winnipeg	Research was conducted with the City of Winnipeg, Public Works Department, Traffic Assessment Branch regarding the SpeedWatch program. The goal was to assess if the presence of the SpeedWatch equipment has an effect on educating drivers, prompting speeding drivers to slow their travel speed. The results showed that the presence of the SpeedWatch equipment slows the traffic speed	June 2001
Winnipeg Police Service	Analysis of speeds throughout Winnipeg using portable speed loops	May 2001
ICBC	Tracking Survey of public attitudes and beliefs on key road safety issues	Ongoing
Gou, Michel et al.	Influence de la vitesse sur le risque d'être impliqué dans une collision grave ou mortelle en milieu urbain.	2001

Question	Yes	No	Comments
b. Does your jurisdiction have a mechanism for identifying high-risk speed related crash locations or routes?	5	6	<p>BC-Enhanced data system enables the location of crashes with causal factors and outcomes to be determined by route or by specific locations. Data from police attended crashes can be combined with insurance generated information to create a more complete crash picture.</p> <p>NT- Through collision database. Crash locations can be identified by means of several data fields that describe the location of collisions. Speed-related crashes can be identified by those records where the <i>driver action</i> field is recorded as "driving too fast for conditions", or by records where the value recorded in the <i>vehicle speed</i> field is greater than the value recorded in the <i>posted speed</i> field.</p> <p>NS- Just spot studies at particular locations; not a formal process but collision records reviewed to note "points of interest"</p> <p>ON- The operation of provincial highways is monitored by the Regional Offices of the Ministry by reviewing such things as traffic volumes, traffic characteristics, collisions, operational performance, and changes in travel demands. Concerns may also be identified through liaison with the Ontario Provincial Police.</p>

YES = AB-BC-NS-NT-ON NO = MB-NF-PE-QC-SK-YT No Response = NB-NU

Question	Yes	No	Comments
c. Does your jurisdiction have a Speed Management Committee? Provincial <input type="checkbox"/> Regional <input type="checkbox"/> Municipal <input type="checkbox"/>	2	9	

YES = AB-BC NO = MB-NF-NS-NT-ON-PE-QC-SK-YT No Response = NB-NU

Question	Yes	No	Comments
d. Does your jurisdiction fund advertising or promotion on speeding issues?	7	4	<p>AB-Speed messages were included on the electronic overhead message boards on Alberta highways</p> <p>BC-Regional road safety staff promote issues through local events</p> <p>MB - In December and January 2001, MPI aired the newly produced</p>

		<p>television commercial, radio commercial and bus board addressing driving too fast for conditions Winnipeg Police Service ran a bill board campaign targeting unsafe speed and aggressive driving. Summer/Fall 2001.</p> <p>NS- Occasional public service announcements</p> <p>ON- Speed related 'public education' messages are provided via variable message signs on freeways equipped with the COMPASS system (freeway surveillance system). Static roadside signing is also used to indicate fines for various levels of speed related offences.</p> <p>From fall 2000 to spring 2002 MTO funded community groups in support of speed feedback devices that could be used as part of an overall public education program. The "How To" guide is attached.</p> <p>SK- Introduced a new law regarding speeding in excess of 60 km/h when passing emergency vehicles. This was promoted through billboards, radio and road signs.</p> <p>QC- Since 1998, the Société de l'assurance automobile du Québec has produced two television ad campaigns, developed promotional materials on speeding (folders, posters) and continued its information campaigns targeting 16 to 24 years-old.</p> <p>«Prenez quelques minutes de plus... pour vivre» (Take an extra 2 minutes to live). Our last publicity had won the prize of the Public Affairs and Consumer Education Competition, international section, of the American Association of Motor Vehicles Administrators. Encl. : video "10 km/h de moins, ça sauve des vies" (French version only) and "Take an extra few minutes to live", slip "Think about slowing down !"</p>
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YES = AB-BC-MB-ON-PE-QC-SK NO = NF-NS-NT-YT No Response = NB-NU

2. Education

Question	Yes	No	Comments
a. Does your jurisdiction have direct links into public education for inclusion of messages on speeding?	5	6	<p>BC- Through Career and Personal Planning course required in grades 8-11</p> <p>MB - MPI has created road safety curriculum for grades kindergarten to grade 10. The resources will be implemented September 2002. In partnership with the University of Winnipeg and the department of education, a textbook for grade 10 physics is being produced to assist teachers and students. The textbook teaches the physics of motion and dynamics by looking at physics as it relates to automobiles (stopping distance, force of impact, kinetics, etc.)</p> <p>NS- Driver Ed programs</p> <p>PE- Drivers' Education Program</p> <p>QC- The Société has produced and handed out educational kits for teachers and high-school level 5 students as part of Physics 534 course.</p>

YES = AB-BC-MB-PE-QC NO = NF-NS-NT-ON-SK-YT No Response = NB-NU

Question	Yes	No	Comments
b. Has your jurisdiction produced any public education programs or materials focused on speeding?	5	6	<p>BC- Unsafe speed and dangerous driving site on Road Safety Toolkit on ICBC Web site</p> <p>MB - Brochures, billboards, busboards. Driving too fast for conditions was targeted during the late fall 2001. Busboard was entitled "Off the road again".</p> <p>ON- From fall 2000 to spring 2002 MTO funded community groups in support of speed feedback devices that could be used as part of an overall public education program. The "How To" guide is attached.</p> <p>SK- Radio ads</p>

YES = AB-BC-MB-ON-SK NO = NF-NS-NT-PE-QC-YT No Response = NB-NU

3. Sanctions

Question	Yes	None	Comments
a. Please indicate any changes in penalties, since 2000, for speeding violations	3	8	<p>NS - Graduated penalties based on speed-all speeding fines increased by \$50</p> <p>ON- Current Speeding Penalties (Victim Fine Surcharge additional):</p> <ul style="list-style-type: none"> o <20 km/h = \$3 per km o 20-35 km/h = \$4.50 per km o 35-50 km/h = \$ 7 per km o >50 km/h = \$9.75 per km, may be suspended for <30 days o 15-30 km/h = 3 demerit points o 30-50 km/h = 4 demerit points o 50 + km/h = 6 demerit points <p>QC- Since September 20, 2001, driving at a too great speed for weather or road conditions results in the entry of 2 demerit points in addition to other speeding violations</p>

YES = NS-ON-QC NONE = AB-BC-MB-NF-NT-PE-SK-YT No Response = NB-NU

4. Enforcement

Question	Yes	No	Comments
a. Have any research studies been undertaken since 2000, to determine optimum police enforcement levels for speed enforcement?	3	8	See table below

YES = AB-NT-QC NO = BC-MB-NF-NS-ON-PE-SK-YT No Response = NB-NU

Author	Title	Year
Alberta Motor Association	Speed Attitudinal Survey and Focus Group Studies	2001
Brault, Maxime et al.	Opération Pieds Pesants 1999-2000, rapport final	2001
GNWT Department of Transportation and RCMP	DoT – RCMP Business Plan	2001

Question	Yes	No	Comments
b. Does your jurisdiction employ Photo radar?	1	10	

YES = AB NO = BC-MB-NF-NS-NT-ON-PE-QC-SK-YT No Response = NB-NU

Question	Yes	No	Comments
c. Have you established protocols, policies or standards for the use of enforcement technology (i.e. photo radar)?	3	8	<p>AB- See 2000 report</p> <p>MB- Work on this matter is underway by the Winnipeg Police Service. The provincial Photo Enforcement Task force created a report with in Fall 2001.</p> <p>ON- See attached Red Light Camera Legislation</p>

YES = AB-MB-ON NO = BC-NF-NS-NT-PE-QC-SK-YT No Response = NB-NU

Question	Comments
d. How does your jurisdiction define excessive speeding?	<p>AB- N/A</p> <p>MB- A person who operates a motor vehicle at speeds over 49 km/hr over the posted speed limit</p> <p>NF- A person who operates a motor vehicle at speeds over 40 km/hr over the posted speed limit</p> <p>NS - A person who operates a motor vehicle at speeds over 40 km/hr over the posted speed limit</p> <p>NT- Section 171 of the Northwest Territories <i>Motor Vehicles Act</i> defines “Unreasonable speed” as follows: “No driver shall drive at a rate of speed that is unreasonable having regard to all the circumstances including, without restricting the generality of the foregoing:</p>

	<p>(a) the condition of the highway;</p> <p>(b) the class of vehicle being driven;</p> <p>(c) the classes of vehicles that are permitted to use the highway;</p> <p>(d) the weather or other conditions that might affect the visibility of the driver;</p> <p>(e) the amount of traffic on the highway and;</p> <p>(f) the mechanical condition of any vehicle safety item in respect of the vehicle being driven.”</p> <p>ON- Based on current penalties structure at speeds over 50 km/hr over the posted speed limit.</p> <p>SK- Double the regular speeding fine for speeding in excess of 60 km/h past emergency vehicles or going in excess of 50 km/h above the speed limit</p> <p>PE- A person who operates a motor vehicle at speeds 30 km/hour above the posted speed limit</p> <p>QC- Speeding is related to non-compliance with sections 327 and 422 of the Highway Safety Code. Section 327 : Any rate of speed... that can endanger human life and safety or property is prohibited. Section 422 : ... drive in a race with another vehicle, or for a wager or a stake...</p> <p>YT- A person who operates a motor vehicle at speeds over 40 km/hr over the posted speed limit.</p>
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No Response = NB-NU

Question	Comments
e. Police Enforcement Activity within the Jurisdiction –please indicate how many violation convictions were registered in your jurisdiction	See table below

No Response = NB-NU

Police Enforcement		Jurisdiction	
Jurisdiction	2001	Jurisdiction	2001
Nova Scotia		Saskatchewan	
Disobey traffic control device	9,226	Disobey traffic control device	10,054
Speeding	16,019	Speeding	64,027
Excessive speeding	210	Excessive speeding	549
Crashes at Intersections	Not available	Crashes at Intersections	13,324
Prince Edward Island		Alberta	
Disobey traffic control device	373	Disobey traffic control device	Not available
Speeding	4,205	Speeding	Not available
Excessive speeding	230	Excessive speeding	Not available
Crashes at Intersections	521	Crashes at Intersections	Not available
Quebec		British Columbia	
Disobey traffic control device	42,994	Disobey traffic control device	53,057
Speeding	590,284	Speeding	286,521
Excessive speeding	2,040	Excessive speeding	112,332
Crashes at Intersections	Not available	Crashes at Intersections	
Ontario		Yukon	
Disobey traffic control device	Not available	Disobey traffic control device	290
Speeding	Not available	Speeding	434
Excessive speeding	Not available	Excessive speeding	Not available
Crashes at Intersections	Not available	Crashes at Intersections	Not available
Manitoba		Northwest Territories	
Disobey traffic control device	9,355	Disobey traffic control device	11
Speeding	38,002	Speeding	804
Excessive speeding	279	Excessive speeding	6
Crashes at Intersections	Not available	Crashes at Intersections	294

Alberta

Offence	1998	1999	2000	2001
Disobey traffic control device	42,699	44,801	50,711	Not available
Speeding	263,756	233,526	224,553	Not available
Excessive speeding				Not available
Crashes at Intersections				Not available

British Columbia

Offence	1998	1999	2000	2001
Disobey traffic control device	8,746	10,868	8,982	53,057
Speeding	315,173	312,990	285,417	286,521
Excessive speeding	11,962	12,486	11,533	112,332
Crashes at Intersections	16,113	16,205	16,417	

Manitoba

Offence	1998	1999	2000	2001
Disobey traffic control device	10,159	11,486	13,775	9,355
Speeding	48,680	51,282	47,554	38,002
Excessive speeding	277	297	264	279
Crashes at Intersections	Not available	Not available	Not available	Not available

New Brunswick

Offence	1998	1999	2000	2001
Disobey traffic control device		888	1,010	Not submitted
Speeding		25,545	26,303	
Excessive speeding				
Crashes at Intersections				

Northwest Territories

Offence	1998	1999	2000	2001
Disobey traffic control device	9	5	13	11
Speeding	569	671	571	804
Excessive speeding	12	15	6	6
Crashes at Intersections	231	262	288	294

Nova Scotia

Offence	1998	1999	2000	2001
Disobey traffic control device	4,309	5,059	6,481	9,226
Speeding	18,571	22,215	20,162	16,019
Excessive speeding	201	244	237	210
Crashes at Intersections	3,312	3,417	3,418	Not available

Ontario

Offence	1998	1999	2000	2001
Disobey traffic control device	68,179	75,634	82,588	Not available
Speeding	573,199	597,870	623,041	Not available
Excessive speeding 50+ kmh	2,727	3,018	2,924	Not available
Crashes at Intersections	50,338	49,654	49,132	Not available

Prince Edward Island

Offence	1998	1999	2000	2001
Disobey traffic control device	295	347	575	373
Speeding	4,429	4,204	4,071	4,205
Excessive speeding	253	266	211	230
Crashes at Intersections	595	478	514	521

Quebec

Offence	1998	1999	2000	2001
Disobey traffic control device	38 967	44 377	37 833	42 994
Speeding	479 985	468 548	396 636	590 284
Excessive speeding	2 129	2 306	2 145	2 040
Crashes at Intersections	Not available	Not available	Not available	Not available

Saskatchewan

Offence	1998	1999	2000	2001
Disobey traffic control device	8,780	9,339	9,108	10,054
Speeding	67,907	61,850	65,138	64,027
Excessive speeding	910	836	874	549
Crashes at Intersections				13,324

Yukon

Offence	1998	1999	2000	2001
Disobey traffic control device		245	317	290
Speeding		895	638	434
Excessive speeding				
Crashes at Intersections				

Question	Yes	No	Comments
f. Speeding STEP Campaigns conducted	6	5	NS-Speeding campaigns conducted at provincial, regional and municipal levels by police agencies (no data available) See table below

YES = AB-BC-MB-NS-QC-YT NO = NF-NT-ON-PE-SK No Response = NB-NU

Speeding

STEP Campaign Outcomes British Columbia

STEP Campaign Title (or the issue addressed)	Start Date	End Date	# of Contacts*
STEP #1 Unsafe Speed Campaign	June 28	July 7	25,292
STEP #2 Aggressive Driving Campaign	Aug 2	Aug 11	Analysis not completed

STEP Campaign Outcomes Alberta

STEP Campaign Title (or the issue addressed)	Start Date	End Date	# of Contacts*
STEP #1 Joint Forces Speed Campaign			
STEP #2 Joint Forces Campaign			

STEP Campaign Outcomes Quebec

STEP Campaign Title (or the issue addressed)	Start Date	End Date	# of Contacts*
STEP #1 Opération Pieds Pesants (Operation Lead Foot)	2001-05	2001-09	3 ,966
STEP #2 Prenez-quelques minutes de plus... pour vivre (Contrôle)	2001-06-12	N/A	2 .547

STEP Campaign Title (or the issue addressed) Manitoba

STEP Campaign Title (or the issue addressed)	Start Date	End Date	# of Contacts*
STEP #1 RCMP (Details unknown)			
STEP #2 Brandon (Details unknown)			

STEP Campaign Title (or the issue addressed) Yukon	Start Date	End Date	# of Contacts*
STEP #1 Radar Operation 4 th Avenue	99/06/14	99/06/14	36
STEP #2 Radar Operation 2 Mile Hill	99/07/02	99/07/02	35
STEP #3 Laser Operation 2 Mile Hill	00/06/07	00/06/07	21
STEP #4 Laser Operation Porter Creek	00/10/13	00/10/13	8
*Contacts – the total number of road users stopped during the STEP Campaign			

Question	Yes	No	Comments
g. Were public education and awareness programs included in speeding STEP Campaigns?	4	7	NS -Information from Transport Canada distributed thru police BC -Regional road safety staff conducted local promotion QC - Ad campaigns, public relations, communications tools (folders, leaflets, posters, publicity signs) in municipalities. YT - Local Radio stations advised of STEPS and broadcast information as a public service announcement

YES = AB-BC-QC-YT NO = MB-NF-NS-NT-ON-PE-SK No Response = NB-NU

Question	Yes	No	Comments
h. Was paid advertising support included as part of the STEP campaigns?	5	7	BC - Province wide radio and TV buys ran one week prior and during campaign periods MB - MPI aired television commercial “Speeding is not a game”, aired over the course of June QC - “Opérations Pieds Pesants” (Operation Lead Foot) : radio messages, dailies and weeklies. “Prenez quelques minutes de plus... pour vivre” (Take an extra few minutes to live) (speeding in rural areas, 90 km/h zones), a television message aired for six weeks; a folder.

YES = AB-BC-MB-NS-QC NO = NF-NS-NT-ON-PE-SK-YT No Response = NB-NU

B. Intersection Safety Management

1. Awareness

Question	Yes	None	Comments
a Since 2000 have you conducted or commissioned any studies on intersection safety?	2	9	See table below

YES = QC-SK NONE = AB-BC-MB-NF-NS-NT-ON-PE-YT No Response = NB-NU

Author(s)	Title	Year
Trialpha Engineering	Intersection Engineering Studies for Regina and Saskatoon	2001
Transports Québec	Projet pilote sur le virage à droite au feu rouge	2001

Question	Yes	No	Comments
b Does your jurisdiction have a mechanism for identifying high-risk intersections?	9	2	<p>BC-Enhanced data system enables the location of crashes with causal factors and outcomes to be determined by intersection. Data from police attended crashes can be combined with insurance generated information to create a more complete crash picture.</p> <p>MB- City of Winnipeg Engineering Department uses the On-Trac system to record collision locations.</p> <p>NF- St John's uses police attended crash data</p> <p>NS- No formal process; collision records & rates monitored</p> <p>NT- Through collision database. Crash locations can be identified by means of several data fields that describe the location of collisions. Intersection-related collisions can be identified by those records where the <i>road configuration</i> field is recorded as "intersection two roads" or "intersection with parking lot/driveway/alley".</p> <p>ON- The operation of intersections on provincial highways is monitored by the Regional Offices of the Ministry by reviewing such things as traffic volumes, traffic characteristics, collisions, operational performance, and changes in travel demands. Concerns may also be identified through liaison with the Ontario Provincial Police.</p> <p>SK- Safety Engineering Studies</p> <p>QC- Accident reports are codified so that Transport Québec can identify high-risk intersections. Municipalities have similar mechanisms for roads under their responsibilities.</p>

YES = AB-BC-MB-NF-NT-ON-PE-QC-SK NO = NS-YT No Response = NB-NU

Question	Yes	No	Comments
c Does your jurisdiction have an Intersection Safety Management Committee?	0	11	QC - Transport Québec sets rules for intersections design. Those rules apply to the whole Québec road system.

YES = NONE NO = AB-BC-MB-NF-NS-NT-ON-PE-QC-SK-YT No Response = NB-NU

Question	Yes	No	Comments
d Does your jurisdiction fund advertising or promotion on intersection safety issues?	2	9	<p>AB-Developed radio commercials and radio spots purchased that discuss stop sign safety and intersection_safety</p> <p>SK- Articles in our RoadSmart Report</p>

YES = AB-SK NO = BC-MB-NF-NS-NT-ON-PE-QC-YT No Response = NB-NU

2. Education

Question	Yes	No	Comments
a. Does your jurisdiction have direct links into public education for inclusion of intersection safety messages?	4	7	MB-MPI has created road safety curriculum for grades kindergarten to grade 10. The resources will be implemented September 2002. In partnership with the University of Winnipeg and the Department of Education NS- Driver Ed programs

YES = AB-BC-MB-NS- NO = NF-NT-ON-PE-QC-SK-YT No Response = NB-NU

Question	Yes	No	Comments
b. Has your jurisdiction produced any public education programs or materials focused on intersection safety?	2	9	SK- RoadSmart report; Safety Tips on Radio QC- For the right turn on red light pilot project, Transport Québec and the SAAQ launched a joint information campaign, which included: <ul style="list-style-type: none"> • folder mailed to residents in targeted regions; • fact sheet handed out by police officers; • public relations (press conference, interviews,...); • messages in newspapers; • radio messages; • new traffic signs in areas where right turns on red lights are prohibited. For the pedestrian campaign «Êtes-vous du genre dangereux» (2001-09-18 to 001-11-04), radio messages and a fact sheet handed out by police officers. For the first time in 2001, the pedestrian safety campaign urged police officers to ensure pedestrian safety at intersections. Furthermore, at the launching of pilot projects to inform motorists, documentation was made available to police officers in municipalities taking part Highway safety awareness campaigns in schools frequently refer to cautiousness at intersections. The same applies to general public campaigns. The general public campaign for pedestrians referred to intersection crossings

YES = QC-SK NO = AB-BC-MB-NF-NS-NT-ON-PE-YT No Response = NB-NU

3. Sanctions

Question	Yes	None	Comments
a. Please indicate any changes in penalties, since 2000, for intersection violations	3	8	NS- All intersection-related fines increased by \$50 SK- Fines increased from \$65 to \$125 in 2000 and then to \$130 in 2002 QC- On September 20, 2001, an offence for failure to yield to pedestrians and cyclists at an intersection (H.S.C., s. 349) was added to the Table of Demerit Points. This offence leads to the entering of two demerit points on the licence holder's record, in addition to the fine.

YES = NS-QC-SK NONE = AB-BC-MB-NF-NT-ON-PE-YT No Response = NB-NU

4. Enforcement

Question	Yes	None	Comments
a. Have any research studies been undertaken to determine optimum police enforcement levels for intersection safety enforcement?	0	11	

YES = NONE NONE = AB-BC-MB-NF-NS-NT-ON-PE-QC-SK-YT No Response = NB-NU

Question	Yes	No	Comments
b. Does your jurisdiction deploy Red light cameras?	2	9	MB- Anticipated in late fall 2002 but not as of yet ON- Currently red light cameras are being pilot tested by some municipalities in Ontario.

YES = AB-BC NO = MB-NF-NS-NT-ON-PE-QC-SK-YT No Response = NB-NU

Question	Yes	No	Comments
c. Have you established protocols, policies or standards for the use of enforcement technology (i.e. red light cameras)?	4	7	MB- Provincial Task Force established parameters in 2001. WPS working on operational details ON- See Red Light Camera Legislation

YES = AB-BC-MB-ON NO = NF-NS-NT-PE-QC-SK-YT No Response = NB-NU

Question	Yes	None	Comments
d. How does your jurisdiction define crashes at intersections?	6	5	NB- Collisions within the sight distance of the intersection NS- An intersection crash is a crash that occurs at the common area of two roads (including alleys and private/commercial driveways) plus two car lengths adjacent to the common area on each road. ON- At Intersection: Within the outermost lines of the crosswalk, or within the imaginary line extending from the curb of highway boundary lines. Intersection Related: A collision, regardless of the distance from the intersection, if it involves vehicles waiting at or proceeding towards the intersection. SK- Collisions occurring in the common area of 2 roadways plus 2 car lengths adjacent to the common area. PE- As defined in the Collision Management System QC- Accident: An event occurring on any road or land during which injury or damage is caused by a moving road vehicle. (Highway Safety Code, art. 166.1 and 167) Intersection: Part of the roadway delimited by the common road-crossing areas and areas included in the five meters adjacent to the common area.

YES = NS-NT-ON-PE-QC-SK NONE = AB-BC-MB-NF-YT No Response = NB-NU

Question	Yes	No	Comments
e. Intersection Safety STEP campaigns conducted	2	9	NS- All police agencies conducted Intersection Safety Campaigns at provincial, regional and municipal levels AB- See table below

YES = AB-NS NO = BC-MB-NF-NT-ON-PE-QC-SK-YT

STEP Campaign Outcomes Alberta conducted by Alberta Motorists Association

STEP Campaign Title (or the issue addressed) **Start Date** **End Date** **# of Contacts***

Information not available

Question	Yes	N/A	Comments
f. Were public education and awareness programs included in STEP Campaigns?	1	10	NS- Printed materials from Transport Canada were distributed via the police

YES = AB N/A = BC-MB-NF-NS-NT-ON-PE-QC-SK-YT No Response = NB-NU

Question	Yes	No	Comments
g. Was paid advertising support included as part of the STEP campaigns?	1	10	

C Vulnerable Road Users

1. Awareness

Question	Yes	No	Comments
a. Since 2000 have you conducted or commissioned any studies dealing with vulnerable road users safety.?	2	9	See table below

YES = MB-QC NO = AB-BC-NF-NS-NT-ON-PE-SK-YT No Response = NB-NU

Author(s)	Title	Year
Dr. Michelle Porter	MPI began funding at the University of Manitoba. Her research is on aging drivers.	2001
Bouchard, Joanne Vézina, Lyne	Interprétation du bilan routier; usagers vulnérables Enquête sur le port du casque à vélo	2001 2001

Question	Yes	No	Comments
b. Does your jurisdiction have a mechanism for identifying high-risk crash locations involving vulnerable road users?	7	4	<p>BC-Enhanced data system enables the location of crashes with causal factors and outcomes including vulnerable road users. Data from police attended crashes can be combined with insurance generated information to create a more complete crash picture.</p> <p>NS- No formal process but collision records & rates are monitored</p> <p>NT- Through collision database. Crashes involving vulnerable road users can be identified by those records where the <i>vehicle type</i> field is recorded as "bicycle" or "motorcycle", or by records where the value recorded in the <i>person position</i> field is "pedestrian". If necessary, field studies may be carried out at high-risk crash locations to identify roadway or intersections characteristics and road user behavior that may contribute to crashes.</p> <p>ON- The use of provincial highways by vulnerable users is monitored by the Regional Offices of the Ministry by reviewing such things as traffic volumes, traffic characteristics, collisions, operational performance, and changes in travel demands. Concerns may also be identified through liaison with the Ontario Provincial Police.</p> <p>SK- Data from our Traffic Accident Information System</p> <p>QC-Crashes are compiled at the provincial level, high-risk crash locations are identified by municipality</p>

YES = AB-BC-NS-NT-ON-QC-SK NO = MB-NF-PE-YT No Response = NB-NU

Question	Yes	No	Comments
c. Does your jurisdiction have a Vulnerable Road Users' Safety Committee?	3	7	<p>NS - Pedestrian Safety Sub Committee made up of various gov't departments (Transportation, Education, Service Nova Scotia), RCMP, municipal traffic officials, municipal police.</p> <p>Provide recommendations to reduce pedestrian involved collisions thru education, enforcement, engineering & legislation</p> <p>SK- Provincial – Saskatchewan Coalition on Bike Safety Municipal – School Pedestrian Safety Committee</p>

YES = AB-NS-SK NO = BC-MB-NF-NT-ON-QC-YT No Response = NB-NU

Question	Yes	No	Comments
d. Does your jurisdiction fund advertising or promotion on vulnerable road user issues?	5	6	<p>MB- MPI provides reflective tags to students before Halloween.</p> <p>MPI distributes the "The Older Wiser Driver"</p> <p>MPI conducts an awareness campaign for motorcyclists each year (billboards and radio)</p> <p>NS - Occasional public service announcements</p> <p>SK- Radio ads on school pedestrian safety Bicycle Helmet use promotion</p> <p>QC- <u>PEDESTRIAN SAFETY CAMPAIGNS</u></p> <p>Each fall, general public campaigns to promote pedestrian safety have been in</p>

		<p>place since 1996. The general public pedestrian campaign included publicity spots, public relations and police surveillance. Posters affixed on buses and in places doing public transport between September 15 and November 5. A portion of our website has been reserved to diffuse games on traffic safety for Halloween. For the first time in 2001, the pedestrian safety campaign urged police officers to ensure pedestrian safety at intersections. For the pedestrian campaign «Êtes-vous du genre dangereux» (2001-09-18 to 001-11-04), radio messages and a fact sheet handed out by police officers. Radio messages cost \$325,000.</p> <p><u>BICYCLE SAFETY CAMPAIGNS</u></p> <p>Each spring, general public campaigns to promote bicycle safety have been in place since 1996. The general public cyclist campaign included publicity spots, public relations and police surveillance.</p> <p>The 2001 campaigns are under way :</p> <p>A bicycle helmet campaign for 10 to 15 years old called “ Fais à ta tête ”. The campaign includes a television message, a website with a contest (www.tetedure.com), posters and an educational component. A general public campaign on cycle events (Montreal Island Tour, Children Tour, a night tour and a bicycle V-day sites) including animation on the various activity sites (kiosks, games, door prizes), and a publicity sign (“Viens faire un tour”). Police officers make youths aware of the importance of good behaviour on a bike, on the street and on bicycle paths, by handing out doorknob hooks showing a helmet with “Fais à ta tête” on it. Promotion of safety rules for 6 to 12 year-old cyclists by police officers through an intervention kit and promotional material. The budget for the 2001 bicycle safety campaign was \$500,000.</p>
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YES = AB-BC-MB-QC-SK NO = NF-NS-NT-ON-PE-YT No Response = NB-NU

2. Education

Question	Yes	No	Comments
<p>a. Does your jurisdiction have direct links into public education for inclusion of messages on vulnerable road user safety?</p>	4	7	<p>MB-MPI has created road safety curriculum for grades kindergarten to grade 10. The resources will be implemented September 2002. In partnership with the University of Winnipeg and the department of education</p> <p>QC- Each fall, material is sent to students and teachers as part of a pedestrian safety mini-campaign. This includes a poster for each classroom, a sheet of activities for each child from kindergarten to elementary Grade 6, an information sheet for teachers proposing educational activities available on the Société’s website (www.saaq.gouv.qc.ca/jeunesse) along with a contest. In primary schools, SAAQ promoted pedestrian safety campaigns associated through a contest in association with Radio Canada. In classrooms, students received activities sheet about pedestrian safety in association with a primary school dictation contest.</p> <p>Each spring, material is sent to students and teachers as part of a cyclist safety mini-campaign. This includes a poster for each classroom, a sheet of activities for each child from kindergarten to elementary Grade 6, an information sheet for teachers proposing educational activities available on the Société’s website (www.saaq.gouv.qc.ca/jeunesse) along with a contest.</p> <p>After many years of success, SAAQ held once again a primary school contest in which a hundred thousand students participated. Of this number eleven children and their parents won a dream week-end for the children edition of the event Montreal Island Tour. Also sixty other children won bicycles and helmets. The kits «Les énigmes de Génivélo» were handed out to police officers to educate students from 6 to 12 years old. Based on a learning experience the kits explored 5 bicycle themes through the solving of enigma. Campaign in schools for students from 6 to 12 years old on the themes »Sois prudent, roule gagnant</p>

YES = AB-BC-MB-QC NO = NF-NS-NT-ON-PE-SK-YT No Response = NB-NU

Question	Yes	No	Comments
b. Has your jurisdiction produced any public education programs or materials focused on vulnerable road user safety?	6	5	MB- MPI summer students conduct bike rodeos in the summer months. Older Wiser Driver NS- Crossing guard training manual http://www.gov.ns.ca/tran/Publications/publications.stm ON- A pedestrian safety campaign is currently in development. Expected to rollout in spring 2003. SK- Safety tips on radio on bicycle and pedestrian safety. School zone safety ads QC- Thanks to an agreement with Education Québec, material on pedestrian and cyclist safety can be distributed in schools. General public ad campaigns also have an educational purpose as to pedestrian and cyclist safety rules.

YES = AB-BC-MB-NS-QC-SK NO = NF-NT-ON-PE-YT No Response = NB-NU

3. Sanctions

Question	Yes	None	Comments
a. Please indicate any changes in penalties, since 2000, effecting vulnerable road users	2	9	NS - Crossing guard legislation changed in MVA QC - A new offence for passing a bicycle too closely in a travel lane was also introduced on September 20, 2001(H.S.C., s. 341). This offence results in the entry of two demerit points.

YES = NS-QC NONE = AB-BC-MB-NF-NT-ON-PE-SK-YT No Response = NB-NU

4. Enforcement

Question	Yes	No	Comments
a. Have any research studies been undertaken to determine optimum police enforcement levels to target vulnerable road users?	0	11	

YES = NONE NO = AB-BC-MB-NF-NS-NT-ON-PE-QC-SK-YT No Response = NB-NU

Question	Yes	No	Comments
b. Does your jurisdiction have mandatory bicycle helmet legislation?	5	6	AB- Implemented May 1, 2002. Persons under 18 years of age must wear an approved bicycle helmet NF- Municipal bylaws in some major urban centres ON- No person shall ride on or operate a bicycle on a highway unless the person is wearing a bicycle helmet that complies with the regulations and the chin strap of the helmet is securely fastened under the chin. A person who is 18 years old or older is not required to comply. SK- Municipalities have the option of enacting by-laws to require helmet use. Only the City of Yorkton has a mandatory use by-law

YES = AB-BC-NF-NS-ON NO = MB-NT-PE-QC-SK-YT No Response = NB-NU

Question	Yes	No	Comments
c. Vulnerable Road User Safety STEP campaigns conducted	3	8	BC- Municipal, Vancouver undertakes Pedestrian Safety month in June NS- Provincial campaigns - May Motorcycle Awareness April to August- Bicycle Rodeos (no data available) QC- See table below

YES = BC-NS-QC NO = MB-NF-NT-ON-PE-QC-SK-YT No Response = NB-NU

STEP Campaign Outcomes Quebec

STEP Campaign Title (or the issue addressed)	Start Date	End Date	# of Contacts*
STEP #4 Fais à ta tête	5/27/2001	7/31/2001	n/a

*Contacts – the total number of road users stopped during the STEP Campaign

Question	Yes	No	Comments
d. Were public education and awareness programs included in STEP Campaigns?	2	9	NS -Bicycle safety books and safety inspection stickers supplied to bicycle rodeos

YES = BC-NS NO = AB-MB-NF-NT-ON-PE-QC-SK-YT No Response = NB-NU

Question	Yes	No	Comments
e. Was paid advertising support included as part of the STEP campaigns?	1	10	

YES = BC NO = AB-MB-NF-NS-NT-ON-PE-QC-SK-YT No Response = NB-NU

D. Road Infrastructure

Question	Yes	No	Comments
a. Does your jurisdiction have an established process for reviewing roadway speed limits? How are safety concerns included in that process?	9	2	<p>MB- Roadway speed limits are reviewed base on the federal guidelines</p> <p>NS- Speed limits on selected road sections are reviewed when requested by public, police, TPW staff, etc. Collision history reviewed to determine safety concerns</p> <p>NT- Speed limits on the NWT Highway System are established based on the highway design characteristics such as sight distances, curve radii, and road width. The Transportation Association of Canada (TAC) guidelines are used. Speed limits are reviewed whenever a highway is reconstructed or whenever improvements are made.</p> <p>ON- MTO supports a logical and consistent framework of speed limits on provincial highways. From time to time these limits are reviewed to make sure that they are appropriate. Speed limits must balance safety with the efficient movement of traffic. Factors such as road design, traffic volumes, average speed, 85th percentile speed, distribution of vehicle speeds and collision trends are taken into account in determining an appropriate speed limit. The Ministry attempts to ensure that the framework of speed limits on provincial highways is in keeping with the best practices around the world.</p> <p>SK- Our department conducts speed studies at locations where we have concerns about the speed limit. The type of data that is collected from the speed study includes the average speed, mean speed, 85th and 15th percentile speeds, pace, and speed differential. This data is a good indicator of what the speed limit should be, and brings to our attention any potential concerns. In addition to the speed study data, we also take note of the roadway alignment, road width, sight distances, sight triangles if applicable, intersection treatments if applicable, and any significant traffic characteristics that may be present. Our department checks to see how the roadway geometric features compare with our design standards.</p> <p>QC- Transport Québec has set a selective model for speed limits. With this model it is possible, depending on road design, to fix speed limits lower than standard. The selective model is based on a number of criteria, including road location and structure, visibility, the number of access lanes, traffic density, built-up areas, etc. There are specific means for stretches with roadwork. Transport Québec standards are used on the road system parts maintained by the department. These are also available to municipalities for application on roads under their responsibility.</p> <p>YT- Typically speed limits are reviewed in response to a public concern or a request from the RCMP. A typical review would include a speed study and a review of crashes</p>

YES = AB-BC-MB-NS-NT-ON-QC-SK-YT NO = PE -QC No Response = NB-NU

Question	Yes	No	Comments
b. Has your jurisdiction undertaken engineering practices to reduce speeding?	6	5	<p>MB- Speed humps were introduced in some neighborhoods in 2001 to reduce speeding. Road safety audits were conducted on some section of PTH's</p> <p>ON- MTO has undertaken a number of measures within construction zones to encourage lower operating speeds where these are deemed necessary, including: reductions in the regulatory speed within designated 'Construction Zones', fixed and portable variable message signs with warning messages, police presence in the work zone, and experimentation with Pace Vehicles.</p> <p>SK- Some of the engineering practices that our department uses to reduce speeding include the installation of regulatory or advisory speed signs, advance warning signs, flashing lights, rumble strips, and better enforcement measures.</p> <p>QC- Different means are used, including road signs indicating the maximum</p>

			recommended speed when driving past a radar unit. Transport Québec has produced studies on this issue.
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YES = AB-BC-MB-ON-QC-SK NO = NF-NS-NT-PE-YT No Response = NB-NU

Question	Yes	No	Comments
c. Has your jurisdiction undertaken engineering practices to improve high-risk intersections?	9	2	<p>NF-Selected cases where signage has been established and traffic control devices re-sighted</p> <p>NS- Special studies as req'd to determine improvements such as : channelization, realignment, signalization, flashing beacons, advanced yield markings at marked crosswalks etc.</p> <p>NT- Collision data is used to identify high-risk intersections on the NWT Highway system. As an example, an abnormally high number of crashes at the intersection of Highways #3 and #4 (within Yellowknife City limits) led to improvements in signage and lighting. The City of Yellowknife presently uses collision data to determine high-risk intersections with a view to identifying engineering improvements.</p> <p>ON- The operation of intersections on provincial highways is monitored by the Regional Offices of the Ministry by reviewing such things as traffic volumes, traffic characteristics, collisions, operational performance, and changes in travel demands. Concerns may also be identified through liaison with the Ontario Provincial Police. For identified concerns, site specific, cost effective remedial measures are investigated and implemented where practical. There have not been any changes to current engineering standards and guidelines in the time frame noted for this survey.</p> <p>SK- Our department has undertaken many different types of engineering practices to improve high-risk intersections. The engineering practices may range from a few hundred dollars to millions of dollars. The following is a list of engineering practices that have been done by Saskatchewan Highways and Transportation:</p> <ul style="list-style-type: none"> • Turning lanes; • Bypass lanes; • Channelization; • Delineation lighting; • Intersection area lighting; • Reduced regulatory or advisory speed zones; • Signing; • Flashing lights; • Interchanges; • Rumble Strips; • Signalization; and • Intersection Re-alignment. <p>QC- Transport Québec has developed a standard book aimed at improving safety at intersections. These standards set lane widths, traffic light positions, road sign positions, clearance, etc. It is also possible to build traffic circles.</p> <p>YT- Auxiliary lanes are added at intersections when warranted. Signage is also used where appropriate</p>

YES = AB-BC-NF-NS-NT-ON-QC-SK-YT NO = MB-PE No Response = NB-NU

Question	Yes	No	Comments
d. Has your jurisdiction undertaken engineering practices to improve high-risk locations for vulnerable road users?	9	2	<p>MB- City of Winnipeg continues to employ pedestrian activated crosswalks on new construction projects</p> <p>NS- Installation of RA-5's</p> <p>NT- On the NWT Highway system, bridges are designed and constructed with a sidewalk on at least one side to accommodate pedestrians. New bridges are also designed with a 1.5 meter wide shoulder area which benefit cyclists. Examples include the Yellowknife River Bridge and the West Channel Bridge</p>

		<p>in Hay River. Pedestrians and cyclists also benefit from wider paved road surfaces whenever a highway is reconstructed. The City of Yellowknife presently uses collision data to identify sidewalk improvements and to assess pedestrian safety within school zones.</p> <p>ON- The use of provincial highways by vulnerable users is monitored by the Regional Offices of the Ministry by reviewing such things as traffic volumes, traffic characteristics, collisions, operational performance, and changes in travel demands. Concerns may also be identified through liaison with the Ontario Provincial Police. For identified concerns, site specific, cost effective remedial measures are investigated and implemented where practical. There have not been any changes to current engineering standards and guidelines in the time frame noted for this survey.</p> <p>SK- The types of engineering practices that our department has undertaken to improve high-risk locations for vulnerable road users include:</p> <ul style="list-style-type: none"> • Pedestrian crosswalks – pavement markings; • Pedestrian crosswalks – side mounted signs; • Pedestrian crosswalks – overhead signs with amber flashing activated lights; and • Walkways and paths. <p>QC- Transport Québec has developed a standard book aimed at improving safety at intersections. These standards set lane widths, traffic light positions, road sign positions, clearance, etc. It is also possible to build traffic circles.</p> <p>YT- We consider pedestrian crosswalks where warranted.</p>
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YES = AB-BC-MB-NS-NT-ON-QC-SK-YT NO = NF-PE No Response = NB-NU

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