
CCMTA Road Safety Report Series

STRATEGY TO REDUCE IMPAIRED DRIVING 2010

STRID Monitoring Report: Progress in 2009

Prepared For

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

by

CCMTA STRID 2010 Task Force

June 2010

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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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INTRODUCTION

In 1996, CCMTA developed a long-term strategy to reduce alcohol-related crashes in Canada—the Strategy to Reduce Impaired Driving 2010 (STRID 2010). The goal of STRID 2010 is to achieve a 40% reduction in the percentage of road users fatally or seriously injured in crashes involving alcohol compared to what pertained in 1996-2001.

Since then, significant improvements have been achieved by way of a downward trend in alcohol related-crashes across Canada. In spite of the positive achievements resulting from implementation of the initiatives under the strategy, impaired driving is still a major contributing factor to traffic collisions in Canada. In 2007, the latest year for which data is available, 38.1% of fatally injured drivers tested had been drinking and most of these (81%) had illegal BAC's. Alcohol-related crashes also claimed the lives of 1127 persons in that same year.

Under STRID 2010, a number of initiatives aimed at hardcore drinking drivers, new/young drivers, social drinkers, and first sanctioned drivers, are being undertaken by the various jurisdictions in partnership with interested stakeholders. These initiatives are broadly categorized under education and awareness, enforcement, legislative instruments and collaborative efforts among stakeholders.

Education and Awareness

- Highlight the costs associated with drinking and driving; and
- Target/personalise educational campaigns for different audiences. Undertake high visibility drinking and driving campaigns during peak seasons for this behaviour.

A critical aspect of this initiative is the planning and development of communications to promote and increase visibility of STRID.

Role of Policing

- Police officers are trained to specialise as Drug Recognition Experts (DREs) and encouraged to use Field Sobriety Tests (FSTs) more often;
- Streamlining procedures for processing drinking drivers;
- Lobbying for increased police resources to help increase the perceived risk of apprehension for drinking and driving;
- Encouraging police to use passive sensors as an aid for investigating drinking drivers; and
- Conducting combined enforcement and awareness campaigns during Christmas season, focusing on drinking driving.

Policy/Legislative Initiatives

- Widening the search (look-back) window for drinking and driving sanctions to 10 years;
- Introducing reduced BAC thresholds for drivers who have been convicted for a drinking and driving offences;
- Taking advantage of any technological innovations for enforcing drinking and driving offences;
- Implementing administrative licence suspension of 90 days if driver is over legal limit of .08 or refuses a breath/blood test.
- Introducing vehicle-based sanctions such as vehicle impoundment, vehicle immobilization, licence plate tagging or confiscation for driving while suspended;
- Removing exemptions for work permits; and
- Introducing mandatory assessment and rehabilitation programs for drinking driving offenders and a timely follow up.

Linkages

Jurisdictions are encouraged to:

- Continue to use the STRID framework to support the monitoring/evaluation of the implementation of STRID 2010 through to the year 2010.
- Collaborate on the research initiatives outlined in the STRID 2010.

This report presents an overview of the jurisdictional impaired driving initiatives and any associated changes within the 2009 calendar year.

STRID INITIATIVES AT A GLANCE

(Updates are in red bold)

SHORT TERM ROADSIDE LICENCE SUSPENSIONS AS OF DECEMBER 2009				
Juris	12 or 24 hr immediate suspension if BAC <80mg%	List on driver record	Other sanctions for offenders	Plan changes to short-term suspensions
BC	24-hr prohibition if officer believes drivers' ability is affected by alcohol or drugs	yes	Vehicle Impoundment for 24-hr prohibition. Longer prohibition, if 2 or more 24-hr prohibitions in 2 yrs. Referral to RDP (remedial program) after three 24-hr prohibitions in 5 yrs.	no
AB	24 hrs if officer suspects impairment by drugs or alcohol	Being considered	No	Under review to see if changes needed
SK*	24 hrs if BAC 40 mg% or more (1996) for experienced drivers. 15 day suspension for 2nd 0.04 BAC in a two-year period (introduced July 2006)	yes	repeat offences lead to 90-day suspension, mandatory addictions screening, education or recovery program	15 day suspension for 2nd .04 BAC in a 2-yr period (introduced July 2006)
MB	24 hrs if BAC >50 mg% or more (1998)	yes	\$50 reinstatement fee; AFM program if 2 or more 24-hr offences in 3 years; infractions are used to identify drivers for Driver Improvement and Control action.	Under review
ON	Effective May 1, 2009, if BAC 50 mg% or more: 3 days for a 1st occurrence; 7 days for a 2nd occurrence in a five-year period; 30 days for a third occurrence in a five-year period	Effective May 1, 2009, short-term suspensions if BAC 50 mg% or more are tracked on the driver record	See below**	Proposed increase for novice drivers if BAC >0 mg% from 12 hours to 24 hours; proposed 24-hour for fully licensed drivers under age 22 if BAC >0 mg% (Bill 126)
QC	24 hrs suspension for BAC>50 mg % is under study	na	na	na
NB	24 hrs if BAC >50 mgs% (1985/86)	being considered	GDL drivers receive 12-month suspension.	yes

SHORT TERM ROADSIDE LICENCE SUSPENSIONS AS OF DECEMBER 2009

Juris	12 or 24 hr immediate suspension if BAC <80mg%	List on driver record	Other sanctions for offenders	Plan changes to short-term suspensions
NS	24 hrs if BAC 50 mg% or more (1999)	yes	GDL drivers could receive indefinite discretionary suspension	impairment by drugs to be included; increase 24-hr suspension to 7 days
PE	24 hrs if BAC 50 mg% or more (1997)	yes	Longer prohibition, if 2 or more 24-hr prohibitions in 2 yrs, GDL drivers and under 19 years suspended 24 hrs plus 90-day prohibition should they provide a breath sample that indicates the presence of alcohol	under review to see if changes needed
NL	24 hrs if BAC 50 mg% or more (1994)	no	novice drivers receive 2-month suspension for 1st offence	no
YT	24 hrs if officer suspects alcohol use (1987)	yes	no	no
NT	24 hrs if BAC >50 mg% (as of December 2004)	yes	novice driver will be suspended for 30 days	no
NU	24 hr suspension	no	no	reviewing legislation

* Applies to experience drivers

** If the motor vehicle of a suspended driver is in a location where a police officer believes it should be moved and there is nobody available to lawfully do so, he/she may order towing/storage of the vehicle. Towing/storage costs may form lien against vehicle. Effective May 1, 2009, if BAC 50 mg% or more: must complete a remedial alcohol education program for 2nd occurrence in a five-year period; must complete a remedial alcohol treatment program and will be subject to an ignition interlock licence condition for six months for 3rd occurrence in a five-year period

ADMINISTRATIVE LICENCE SUSPENSIONS AS OF DECEMBER 2009

Juris	ALS in place	Criminal code charge required for ALS	List on driver record	Other sanctions for offenders	Plan changes to ALS
BC	90 days (1997)	no	yes	Referral to RDP and possible referral to Ignition Interlock Program if driver receives two ADP (90-day Administrative Driving Prohibitions) within 5 years.	Currently under review - mandatory referral to Ignition Interlock Program after 2 ADP's within five years.
AB	3 months (1999)	no	yes	no	added an initial 24-hr suspension prior to ALS suspension (as of May 2003) Includes alcohol and drugs
SK	90 days (2002)	yes	yes	Refusal to complete a drug assessment evaluation now attracts a 90 suspension	no
MB	90 days (1989)	no	yes	BAC >160 mg% -vehicle impounded 180 days; for BAC >.80 mg% or test refusal- 30 days for 1st ALS, 90 days for 2nd ALS; \$50 reinstatement fee, must complete alcohol assessment	no
ON	90 days (1996)	no	yes	no	Proposed 7-day vehicle impoundment with ADLS (Bill 126)
QC	90 days (2002, 2008)	no	yes	BAC >160 mg%, any person refusing to provide a breath or blood sample, repeat offence for BAC >80 mg %, vehicle of person caught driving is seized (30 days)	no
NB	3-month suspension (Oct/08)	yes	yes	reinstatement fee \$52	no
NS	90 days (1995)	no	yes	Successfully complete substance abuse assessment, fees for assessment - \$366, restoration - \$100, hearing - \$50 (total-\$516)	no

ADMINISTRATIVE LICENCE SUSPENSIONS AS OF DECEMBER 2009

Juris	ALS in place	Criminal code charge required for ALS	List on driver record	Other sanctions for offenders	Plan changes to ALS
PE	7 days - 1st offence; 30 days - 2nd offence; 90 days - 3rd offence with a two-year period	no	yes	Vehicle may be impounded	Updated September 2009
NL	90 days (2003)	no	yes	Complete alcohol education program for 1st ALS; complete alcohol dependency assess/rehab for 2nd and subsequent ALS; pay fines + \$100 reinstatement fee	no
YT	90 days (1998)	no	yes	vehicle may be impounded; if BAC >.16 impoundment period is doubled	no
NT	90 days (2004)	no	yes	vehicle seized for 30 days if used by disqualified offender	no
NU	no	yes	yes	no	reviewing legislation

PROGRAM IMPLEMENTATION DATES FOR STRID INITIATIVES

Juris	Short-Term Roadside Licence Suspension	Administrative Licence Suspension	Licence Suspension for Impaired Driving Conviction*	Vehicle Impoundment	Alcohol Ignition Interlocks	Mandatory Assessment/Treatment
BC	1979	May-97	Aug-97	May-97	2005	2005
AB	1975	Dec-99	Aug-88	1991	Apr-90	early 1970's
SK	Aug-96	Nov-01	Aug-96	Aug-96	Nov-01	Aug-96
MB	Apr-98	Nov-89	Jul-87	Nov-89	Dec-03	Sep-86
ON	New escalating sanctions in force as of May 1, 2009	Nov-96	1998	Feb-99	Dec-01	Sep-98
QC		Dec-97	Jun-01	Dec-97	Dec-97	Dec-97
NB	1985	2008	Enhanced 2001		2008	Treatment (1991); Assessment (2002)
NS	1999	Jun-95	Dec-99		2008	Jul-84
PE	1997	Jun-97	May-08	Jun-97	Dec-08	Jun-97
NL	Jan-95	Aug-03	Aug-03	Aug-03	Aug-03	Jan-95
YT	1987	Oct-98	Jan-98	Apr-99	Sep-02	
NT	Dec-04	Dec-04	Dec-04	Dec-04	Dec-04 (see note)	Dec-04
NU						

* Meets or exceeds STRID recommended suspension periods of 1 year for 1st conviction, 3 years for 2nd and 5 years for 3rd or subsequent offence.

NT - The legislation is in place for an ignition interlock program, but the NT has not yet developed the operational framework as there are many issues related to our unique characteristics that have to be examined. Examples of such issues is the extremely cold temperatures, the many remote isolated communities and lack of licenced mechanics.

TABLE 1

KEY COMPONENTS OF STRID STRATEGY TO ADDRESS LOWER BAC DRINKING DRIVERS

Juris	Item 1	Item 2	Item 3
BC	<p>Immediate 7-14 day roadside suspension if BAC >= 0.05% on ASD or from blood or urine sample</p> <p>BAC .05-.08= 24-hr driving prohib plus face 24-hr vehicle impoundment;</p>	<p>licence surrendered, forwarded to Registrar of Motor Vehicles</p> <p>Driver must surrender license to police, and return to police detachment to retrieve license when prohibition if over</p>	<p>2 or more 0.05% infractions within 3 yrs results in licence suspended for 30, 45, and 60 days, respectively</p> <p>Since 2003 additional prohib. imposed on drivers with two or more 24 hr prohib.; length varies from one month and upwards depending on driver's record; driver with two 24-hr prohib. can be prohibited from driving for >=3 months; drivers with three 24-hr prohib. will be prohibited for longer period.</p>
AB	Under review	Under review	Under review
SK	<p>Not being considered; new drivers threshold=0.0% BAC;</p> <p>1st offence=30 day susp; 2nd+ offence=90-day susp.</p>	<p>For short term (24-hr), police can return licence; for longer susp. (90-day when .08 or refuse charge involved) police should seize licence, forward it to administrator</p>	<p>Examining 15-day suspension for 2nd offence within 5 yrs;</p> <p>3rd, subsequent offences attract 90-day susp.</p>
MB	<p>Review of STRID Strategy underway; but has been placed on hold due to intervening priorities</p>	<p>surrender of licence requested; on termination of suspension or disqualification, surrendered licence promptly returned to licensee except when licensee is otherwise not eligible to hold driver's licence</p>	<p>.05% infractions are used to identify drivers for Driver Improvement and Control action which could include a "Show Cause" hearing where further suspension is considered; e.g. expert. driver with >=2 .05% infractions must attend Show Cause hearing; novice</p>
ON	<p>Effective May 1, 2009, escalating sanctions for drivers with BAC of 0.05% or more:</p> <p>3 days for first occurrence; 7 days for second occurrence in a five-year period; 30 days for third occurrence in a five-year period</p>	<p>Upon registering BAC of 0.05 or more, drivers are required to surrender their licences to police at roadside Police return driver licences to MTO</p>	<p>Effective May 1, 2009, escalating sanctions for drivers with BAC of 0.05% or more: 3 days for first occurrence; 7 days for second occurrence in a five-year period; 30 days for third occurrence in a five-year period</p>
QC	Not applicable	Not applicable	Not applicable
NB	Under review	Under review	Changes being considered for 2010
NS	<p>Immediate suspension for 7 days for first offence. Not proclaimed</p>	<p>Proposed license surrendered to police and destroyed. Person to go to Registry of Motor Vehicles to be issued a new license. Not proclaimed</p>	<p>2nd offence suspension for 15 days, 3rd offence suspension for 30 days within in 10 year period. Not proclaimed</p>

TABLE 1			
KEY COMPONENTS OF STRID STRATEGY TO ADDRESS LOWER BAC DRINKING DRIVERS			
Juris	Item 1	Item 2	Item 3
PE	7 day, 30 day, 90 day roadside suspension, .05 - .08 possible vehicle impoundment -	7 day, 30 day, 90 day term, police return to Highway Safety	30 days - 1st offence, 90 days - 2nd offence within 2 yrs
NL	Roadside 24 HRS	Currently done	2, 4, and 6 months suspensions
YK	Under review	Currently being done for 24-hr suspensions	Under review
NT	Blood, urine tests cannot be compelled from suspected offenders; current susp. for 0.05% alcohol- 24 hrs for 1st offence, 30 days for any subsequent offence	In current legislation	Only suspension in place is 30 day suspension for all offences after the first
NU	Under consideration	Under consideration	Under consideration

TABLE 2			
KEY COMPONENTS OF STRID STRATEGY TO ADDRESS LOWER BAC DRINKING DRIVERS			
Juris	Item 4	Item 5	Item 6
BC	2 or more suspensions for >.05 or FST failure or refusal within 3 yrs require assessment from recognized agency	Drivers with 3 or more 0.05% suspensions within 3 yrs must install interlock for 6 months (part of licence reinstatement)	Registrar must know of all 0.05% suspensions, list and keep on driver record, abstracts for 10 yrs
	Drivers with 3 24-hr prohib. must take alcohol RDP (rehab program)	Superintendent can refer driver who has completed rehab program to Ignition Interlock Program when required	All 24 hr prohibitions currently recorded on driver's record and stored for five years
	Drivers in alcohol rehab must pay \$880 program fee; driver screened by qualified addictions specialist, must attend one of two program components:	Referral based on post intervention assessment by qualified counsellor	
	1) education (8 hr session over a day) 2) counselling (16 hrs over 3 months)	In Dec 2009, mandatory Ignition Interlock introduced for drivers with 3 24-hr prohibitions in five years.	
AB	Under review	Under review	Under review
SK	New drivers with 2+ subsequent offences with any alcohol lead to 90-day susp., must complete addictions screening & recommended education or recovery program Expert drivers (over .04) - must attend DWI training after 2nd occurrence; 3rd & subsequent within 5 yrs, must complete addictions screening & recommended education or recovery program	Not looking at this right now	Keep record of incidents, use them to monitor and manage problem
MB	Driver with 2+ susp. for .05% infractions or failing FST within 3 yrs must provide impaired drivers assessment		Registrar informed of all .05% & FST suspensions, records them on driver's record; printed on

TABLE 2

KEY COMPONENTS OF STRID STRATEGY TO ADDRESS LOWER BAC DRINKING DRIVERS

Juris	Item 4	Item 5	Item 6
	If refuse FST subject to 3 month ALS, must provide impaired drivers assessment		driver's abstract for 5 yrs
ON	Effective May 1, 2009, drivers with 2 or more suspensions for BAC of 0.05 or more in a five-year period must complete a remedial alcohol education or treatment program	Effective May 1, 2009, driver with 3 or more suspensions for BAC of 0.05 or more in a five-year period will be subject to an ignition interlock licence for six months in addition to remedial measures requirement	Effective May 1, 2009, suspensions for BAC of 0.05 or more to be recorded on driver's record
QC	Not applicable	Not applicable	Not applicable
NB	Under review	Under review	Under review
NS	Under review	You may choose to participate in this program if this is your first conviction, depending on your assessment from Addiction Services. However, you must participate if this is your second or subsequent conviction or if this is your first conviction and your Addiction Services counsellor has rated you a high risk to re-offend. In the case of those with non-criminal alcohol-related incident(s) on their driving record, the Office of the Registrar of Motor Vehicles can require them to enter this program.	Registrar must know of all 0.05% suspensions, list and keep on driver record, abstracts
PE	Drivers with 2 or more 30 days, 90 days suspension have driving record re-viewed	Effective September 2009 mandatory IIP after second conviction of DUI. Must complete Rehabilitation Program if required.	Currently recorded on driver's record
NL	FST not currently in legislation also window for review is 2 yrs	Interlock under CCC only	Currently 5 year abstracts
YK	Under review	Under review	Under review
NT	Not at the present time	Interlock program currently in development, legislation is in force; however it does not extend to the 3 x 0.05% BAC as yet	Item 6- 24 hour suspensions are recorded on a person's driving record and stay for 3 years.
NU	Under consideration	Under consideration	Under consideration

TABLE 3

KEY COMPONENTS OF STRID STRATEGY TO ADDRESS LOWER BAC DRINKING DRIVERS

Juris	Item 7	Item 8	Item 9
BC	Driver with 0.05% suspension to pay licence reinstatement fee of \$150-\$300; more suspensions within 3 yrs=increased fees No fees for 24-hr prohibition.	Ongoing education campaign to inform public about new 7-14 day 0.05% licence suspension program No current licence suspension.	ASD calibrated to show "warn" at 0.05% BAC level; if driver blows "warn", police must immediately seize his or her licence Prohibited from driving for 24 hrs if police believe driver ability affected by alcohol or drugs; 24-hr prohib. issued at roadside.
AB	Under review	Under review	Under review
SK	Under Safe Driver Recognition (SDR) financial penalty imposed, lose 4 pts in SDR, (equivalent to \$100); 2nd 24-hr suspension within 5 yrs leads to \$200 fine	General drink and driving consequences included, using washroom, theatre, radio advertising Nothing specific for low BAC suspensions	Not looking at this right now
MB	\$50 licence reinstatement fee		Apr. 98 - 24 hr immediate roadside suspension for "warn" at .05% BAC
ON	\$150 Administrative Monetary Penalty is imposed upon reinstatement from the 3, 7, or 30-day licence suspension	New escalating sanctions for drivers with BAC of 0.05% or more (effective May 1, 2009) will be accompanied by appropriate communications to public	ASD shall not be calibrated to register "Warn" if BAC is less than 0.05%; Police request driver licence at roadside; All driver licences must be returned to MTO
QC	Not applicable	Not applicable	Not applicable
NB	Under review	Under review	.05 to .08% BAC results in 24-hr suspension, this is under review
NS	Driver pays \$89.50 reinstatement fee. Not proclaimed. Currently underdevelopment.	Under development	ASD calibrated to show "warn" at 0.05% BAC level; if driver blows "warn", police must immediately seize his or her licence.
PE	Under review	Several educational and awareness programs	If driver blows warn, police may return driver's license to Highway Safety, .05 - .08 results in 7 day, 30 day or 90 day suspension.
NL	Reinstatement \$100	Any changes would require education campaign	BAC of .05 requires 24 hr suspension only
YK	Under review	Pending review	Under review
NT	There is a \$200 reinstatement fee for the 90-day suspension. There is no reinstatement fee for the 24-hour or 30 day administrative licence suspensions.	Not at the present time	Unsure of current police procedure, however this is in line with the legislation, aside from the 7 to 14 day suspension part
NU	Under consideration	Under consideration	Under consideration

BRITISH COLUMBIA

STRID 2010: IMPAIRED DRIVING INITIATIVES IN 2009

◆ Education and Awareness

- *Educate police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences.*

There is ongoing internal training by police agencies to educate their members and improve awareness.

The British Columbia Association of Chiefs of Police (BCACP) Traffic Safety Committee promotes public safety by identifying, prioritizing and addressing common road safety issues of the police community and their partners, promotes legislative reform in support of increased road safety. The Criminal Justice Branch of the Ministry of Attorney General is among the many road safety partners represented on the committee.

The Police Academy of the Justice Institute of BC delivers traffic safety training, covering a range of topics such as impaired driving detection.

Other

BC Impaired Driving Education Campaigns 2009

During July 1-31 and December 1-31, police ramped up enforcement road checks targeting impaired driving. ICBC created two education campaigns to coincide with the enforcement periods. The campaigns had TV, radio, restaurant and bar advertising, as well as messaging to employers to help spread the message to their staff. The ads featured common excuses people make such as: “*I didn’t want to pay for a cab*”, “*Leaving my car overnight is a hassle.*” “*I’m OK to drive.*” “*I always make it home after a few.*”

- Target audience for enforcement: all drivers
- Tagline: *Are you still making excuses for drinking and driving?*

July campaign awareness results:

- 102 earned media pieces throughout the province (TV, radio, print)

- 87 high visibility police deployments in communities across the province to raise awareness of police presence actively enforcing drinking and driving offences
- 246 employers participated in spreading the word to their staff via e-mailers and posters.

December campaign awareness results:

- 63 earned media pieces through BC (TV, radio, print)
- 72 police deployments across BC
- 257 employers participated in spreading messages to staff

Operation Red Nose (ORN)

For the 14th consecutive year, ICBC was a provincial sponsor of this National Program. ORN program ran in BC from Nov 27, 2009 – January 1, 2010. ORN volunteers drive you and your car home safely if you feel you are unsafe to drive. Donations are accepted and go toward various community and sports-related programs.

BC results:

- 11 host organizations in 17 cities across BC
- 6061 rides - an increase of 1168 rides over last year
- 3500 volunteers – an increase of 204 over last year
- \$117,679 donations received – an increase of \$14,000 from last year

The Vancouver Police Department and the RCMP, in partnership with the BCAA Traffic Safety Foundation, have produced an information card for all drivers who receive a 24-hour suspension. This card is given to these drivers when they collect their seized drivers licences and keys. The card contains frank information regarding the seriousness of drunk driving and 24-hour suspensions.

Public education campaigns were run across BC July 1-31 and December 1- 31, 2008 to coincide with impaired driving enforcement campaigns. These campaigns featured radio, TV, restaurant and bar advertising; as well as messaging to employers to help spread the message to their staff. The tagline was: “Are you still making excuses for drinking and driving?” Although excessive drinking and then getting behind the wheel is becoming widely unacceptable, some drivers are still rationalizing that a few drinks before driving is okay. The Excuses message takes common excuses for drinking driving and combines them with various consequences ranging from losing your license to injury and death. The question is intended to make people stop and think about their actions. The ads try to motivate people to question their behaviour/attitudes by asking them if they really should be getting behind the wheel.

The 2008 campaign received support from BC Liquor Distribution in the form of posters that indicated "...road checks are everywhere." In 2008, Get Home Safe community kits were distributed through the BC Liquor Distribution Branches when a liquor application license was made. These kits contain posters, table cards, educational brochures and fact sheets on drinking and driving.

◆ Role of Policing

- *Train and encourage more police officers to develop Drug Recognition Experts (DREs) and more use of the Standard Field Sobriety Tests (SFSTs).*

Training is ongoing and is now referred to as the Impaired Driving Detection Program. Enhanced traffic training, including *Standard Field Sobriety Testing* (SFST) and Drug Recognition Expert is provided to approximately 100 police officers per year in SFSTs and about 30 *Drug Recognition Experts* (DREs) per year.

Encourage officers to lay more criminal charges rather than 24-hour suspensions.

The RCMP encourages all traffic units to have workshops on how to prosecute impaired drivers. Crown is usually brought in to review the process with the members. The RCMP has also created community lock downs where every major roadway in and out of town is covered by road checks, resulting in 10 to 15 impaired charges in one weekend within these small communities. RCMP also initiated the INSTEP program where they target intersection and seatbelt violations at night; an unexpected outcome was that this program greatly improved the amount of impaired drivers apprehended. 130% increase in charges during the month of December alone. (not how we characterize police discretion)

In 2008 grants were made available to independent municipal police departments to purchase in-car video cameras for their traffic enforcement vehicles. In-car cameras help police gather evidence in support of criminal driving prosecutions.

Research has demonstrated that in-car cameras are effective in improving numerous enforcement areas and are likely to impact on traffic related matters. Also, in remote areas of the province where officers may be on duty alone, in-car video may serve as the officer's backup or silent partner. One possible down-side of in-car video evidence is the potential for the system to become dependent on this type of evidence when preparing a criminal code case. Prosecutors in jurisdictions where cameras have been

deployed for some time are beginning to demonstrate a reluctance to proceed with criminal code charges in the absence of in-car video evidence.

- *Lobby for increased police resources to help increase the perceived risk of apprehension.*

As noted earlier, the Impaired Driving Review process (undertaken by the Ministries of the Attorney General and Solicitor General) is examining enforcement practices and efficiencies.

Since 2005 the province has created more than 111 dedicated traffic enforcement positions serving in integrated RCMP/municipal road safety units to deliver targeted road safety enforcement and address priority road safety issues, including impaired driving.

◆ **Policy/Legislative Initiatives**

- *Record and track roadside administrative license suspensions on the driver record and take appropriate corresponding actions.*

BC has been carrying out this practice for some time. Incident data and police jurisdiction are available from the records.

Both 24-hour prohibitions and Administrative Driving Prohibitions (ADPs) are recorded and tracked on the driver record, and are considered when drivers are referred to the driver rehabilitation program – Responsible Driver Program (RDP), Ignition Interlock Program (IIP) or when imposing sanctions due to an unsatisfactory driving record

- *Make it an offence to refuse a Field Sobriety Test.*

No new activity.

- *Introduce escalating sanctions based on BAC level to provincial regulations.*

No new activity.

- *Widen the search (look-back) window for drinking and driving sanctions to 10 years.*

Currently in place for Criminal Code impaired driving offences. For 24-hour prohibitions, the search window is five years.

- *Introduce reduced BAC thresholds for multiple offenders.*

No new activity.

- *Take advantage of any technological innovations for enforcing drinking and driving.*

The Ignition Interlock Program was implemented in the fall of 2005. An expanded IIP was introduced in December 2008. Effective February 1, 2009, IIP will be mandatory for a one year term for: 1) all drivers criminally convicted of alcohol-related driving offences; 2) drivers who receive two Administrative Driving Prohibitions (ADP); 3) drivers who receive three 24-hour roadside prohibitions; and, 4) drivers who receive one ADP and two 24-hour roadside prohibitions. The length of time that drivers must use the ignition interlock device increases with each additional alcohol-related driving offence. Other drivers may be referred to IIP at the discretion of the Superintendent of Motor Vehicles, based on their alcohol-related driving activity.

In 2008, the OSMV began comprehensive review of OSMV's business processes and systems. The replacement of the ADP/VI system, which is the first priority of this review, should ensure that inefficiencies between the police and OSMV are reduced or eliminated and that police are able to transmit documentation electronically to OSMV.

- *Other*

Graduated Licencing Program: Under the graduated licensing program for new drivers, new drivers are required to hold a learner's licence for 12 months and a novice licence for 24 consecutive prohibition-free months. During that time the new driver is required to maintain a zero blood alcohol content level while driving. If the new driver violates this restriction, the driver may receive an immediate 12-hour or 24-hour roadside prohibition, a fine, and penalty points. If a new driver receives a 12-hour or 24-hour prohibition that driver will also receive a minimum one month prohibition through the Driver Improvement Program. Any driving prohibitions received during the novice stage result in a loss of any time accumulated toward the 24 months.

Vehicle impoundment: Since 1997, police have also been able to immediately impound vehicles of drinking drivers who drive while suspended or prohibited. Enhanced in 2005 to increase impoundment periods, the legislation allows police to automatically impound vehicles for 60 days on the first offence of driving while suspended or prohibited and

90 days on the second. Unlicensed drivers have their vehicle impounded for 30 days for a first offence and 60 days for a second offence.

Increased fines: In 2005, the minimum fine for driving while prohibited or suspended was increased from \$300 to \$500. The mandatory seven days in jail for a first offence was removed, thereby increasing the likelihood of conviction.

OSMV Police Liaison Position: In March 2008, OSMV introduced a police liaison as a new position in its office. The position gives OSMV capacity to do police outreach and training, providing a police lens on existing OSMV programs, and new road safety initiatives. Through liaison with police agencies and their front line, the police liaison assists the OSMV and government to derive maximum benefits from road safety enforcement related policies and regulations. For example, the OSMV police liaison officer works closely with police to ensure officers have the training they need to complete ADP paperwork such that ADPs are not overturned for reasons that do not relate to the issues of whether the driver actually exceeded the legal BAC limit or refused to provide a breath sample.

Crown Policy on Plea Agreements: In December 2007, Crown Counsel introduced a provincial policy to ensure a consistent and principled approach to resolving impaired driving prosecutions across BC. The policy emphasizes that accepting a guilty plea to an offence under provincial legislation is only available if there is no longer a substantial likelihood of conviction or prosecution is no longer in the public interest. The policy requires that guilty pleas are used only when there is evidence of the lesser charge. Early results indicate a marked decrease in the number of plea downs since the policy was introduced.

Vehicle forfeiture: In effect since mid-2006, B.C.'s civil forfeiture law allows vehicles to be forfeited and sold if a civil court rules unlawful activity like impaired driving could have caused serious injury or death. In spring 2008, the Province amended its civil forfeiture legislation, enabling the forfeiture of vehicles of drunk drivers whose risky behaviour causes or is likely to cause serious injury or death.

◆ Health Promotion

- *Introduce mandatory assessment/rehabilitation programs and a timely follow up.*

The Responsible Driver Program was developed and implemented in June 2005. The program applies to a broad range of drinking drivers, consisting of both criminally convicted drinking drivers and drivers with

multiple *Motor Vehicle Act* drinking and driving prohibitions. Drivers are automatically required to complete the program if they have any of the following: an alcohol related criminal conviction, two administrative driving prohibitions within five years, three 24 -hour prohibitions within five years, or any combination of three 24-hour prohibitions or administrative driving prohibitions within five years. Additionally, drivers with other alcohol related driving histories can be referred to the program at the discretion of the Superintendent of Motor Vehicles.

Once referred to the program, a driver is screened into either a one-day education session or a 16 hour group counselling program. At the end, drivers are assessed and the Superintendent considers the results and determines whether the driver is fit to drive.

Individuals criminally convicted of specific motor vehicle related offences automatically have their driver's licences suspended for a minimum of one year. Individuals with a previous conviction within 10 years are suspended for three years. These licence suspensions are automatically extended indefinitely until drivers successfully complete the Responsible Driver Program.

Individuals with three or more convictions within 10 years will lose their licences indefinitely. In this case the individual must wait a minimum of five years and then must successfully complete the Responsible Driver Program.

The Driver Fitness Program ensures that drivers are fit and able to drive safely. Drivers with medical conditions, including a history of alcohol or drug abuse, are subject to ongoing monitoring, depending on the severity of the condition and its impact on driving. Drivers who are not medically fit will have their licences cancelled until they are able to establish their fitness to drive. Some of these individuals may also be required to complete the Responsible Driver Program.

- *Other*

◆ **Linkages**

- *Representatives from the medical and injury prevention fields and other appropriate stakeholder agencies should be encouraged to become more involved in STRID.*

Impaired Drivers in Hospital Settings: OSMV, in partnership with the BCMA Emergency Medical Services Committee, is bringing together police, emergency physicians and Crown Counsel to explore opportunities for partnering to improve reporting of alcohol impaired drivers admitted to

hospital as a result of alcohol-related motor vehicle crashes. A focus group met in the fall of 2008, and a discussion paper is under development outlining stakeholder issues and challenges. Once mutually agreed upon, specialised working groups will be assembled to develop policies to identify and report impaired drivers in the emergency room and hospital settings.

Representatives from the medical and injury prevention fields are involved in cooperative research projects with Government and ICBC.

- *Linkages with the enforcement and justice communities should be strengthened.*

OSMV is working with police agencies, Crown Counsel, court services and corrections to strategically address systemic issues and enhance the enforcement and justice system response. A working group has been formed to identify key challenges, report on their findings and make recommendations to senior executive of the Ministries of Attorney General and Solicitor General.

◆ **Other Activities**

- *Introduce/develop other new initiatives/programs not described above but relevant to STRID 2010 or STRID 2001.*

ICBC was a sponsor of the BC Operation Red Nose program for the 13th consecutive year; providing the insurance coverage for the ride vehicles as well as marketing materials. The BC Crime Prevention Association is the provincial host of the ORN national program. In 2008 there were 14 host cities in BC comprised of 3300 volunteers who provided a total of 4,907 rides and raised \$104,000 for their host non-profit organizations.

In consultation with PSD, MADD, BCAA, City of Nanaimo, and MTI, the OSMV is sponsoring a CAMPAIGN 9-1-1 pilot in Nanaimo. The pilot, which will be operated by RCMP, will encourage citizens who suspect someone is driving while impaired to call 9-1-1. Upon receiving the call, RCMP communication centers will dispatch a unit to intercept the vehicle and driver. Similar programs in operation in Alberta and Ontario have experienced considerable success in apprehending impaired drivers.

ALBERTA

STRID 2010: IMPAIRED DRIVING INITIATIVES 2009

◆ Education and Awareness

- *Educate police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences.*

Senior level committees (one dealing with legal issues and one dealing with enforcement issues) are in place to address issues related to enforcement and prosecution as well as other problems with the impaired driving criminal justice system. This committee is exploring ideas to help streamline the impaired driving process including areas of detection, investigation, and prosecution. They are looking at addressing issues through education of police and crowns; possibility of having specialized crown prosecutors; streamlining the investigative/administrative process, etc.

The mandate of the committee is to look, from an operational perspective, at how both the police and the Crown can be more effective in investigating and prosecuting impaired driving cases. While this may include looking at legislative responses, the focus will be operational. The committee is to recommend a strategy for addressing these operational concerns, both from an intra-agency perspective and an inter-agency perspective.

A senior position has been established within Justice and Attorney General as a Traffic Safety Coordinator. The key responsibilities will be to enhance the deterrence, apprehension and conviction of impaired drivers in Alberta.

In 2008 Crown Prosecutors attended “crown school” which concentrates on training newer prosecutors on impaired driving issues. In 2008 the focus of Crown school was on Bill C-2.

- *Implement and maintain awareness programs in schools from an early stage (i.e., kindergarten through Grade 12) with appropriately targeted messaging.*

Collateral materials regarding the “What Are You Willing to Lose?” campaign have been developed for school distribution. Traffic safety messages are integrated into school curriculum. Information regarding Alberta’s Graduated Driver Licensing Program (GDL), including the zero tolerance provisions, has been distributed to all Alberta junior and senior high schools. Help Your Teen L.E.A.R.N. To Drive education and support program for parents of new drivers and soon-to-be new drivers was introduced in 2003. L.E.A.R.N. was developed by Alberta’s Capital Health Authority and integrated into Alberta’s information regarding new drivers. The L.E.A.R.N. drinking and driving message is: “N” stands for no alcohol or drugs – ever. It recognizes that parents have a key role to play in helping their teens become safe drivers. In 2004, Geared to Go: A Workbook for Coaching New Drivers was developed to support the GDL program. The workbook is a tool that assists parents and coaches to teach new drivers the necessary skills for safe driving.

Alberta Transportation, in conjunction with Kidsafe Connection, Stollery Children’s Hospital developed “Getting Into Gear – Keys to Starting Your Driving Experience” to introduce Alberta’s youth to the driving experience and to promote safe driving skills and attitudes. This resource was approved in 2006 by Alberta Education for use in Alberta schools, and complements Alberta Education’s Program of Studies for Health and Life Skills for grades 7 to 9, and Career and Life Management for grades 10 to 12. Learning links also exist in Art, Drama, Information and Communication Technology, and Language Arts. The kit, consisting of a Teacher’s Guide, Student Activity Booklet, and supplemental resources, includes four modules that explore risk management, the graduated driver licensing (GDL) program, parent involvement and teen contracts. The Teacher’s Guide and Student Activity Booklet were pilot tested and well received by several Grade 9 classes. The driver education curriculum contains information on impaired driving issues and the zero alcohol law for GDL drivers.

- *Highlight the costs associated with drinking and driving.*

During the Christmas season, billboards were posted throughout the province to back up the efforts of law enforcement officers. This “in your face” enforcement approach was taken to make potential impaired drivers think about getting caught. In 2007 washroom posters were installed in many restaurant and lounges emphasizing the Checkstop Program.

A series of radio advertisements were developed and aired which specifically targeted our summer awareness campaign. MADD has also developed and aired radio advertisements on long weekends. Again, this year, additional resources were added over the long weekends as statistics have demonstrated that drinking and driving are prevalent during

these time periods. Message boards on Alberta highways carried alcohol related messages on long weekends.

The Traffic Safety Plan partners continue to adjust programs to target high risk behaviour based on current research. In 2007 a Traffic Safety Plan Enforcement Committee was established to strategize on improving enforcement of traffic safety in Alberta. As a result of these meetings a calendar was created in order to focus province wide activities and ensure Albertans see a united front in the efforts of all stakeholders in the province. The Alberta Traffic Safety Plan Calendar will support enforcement activities with public education and communications around crucial traffic safety activities. It is intended that all stakeholders will use the calendar as a guide for their traffic safety efforts. (Impaired driving is the focus of August /December in the Calendar.)

- *Target/personalize educational campaigns for different audiences.*

Program materials in Alberta are continually monitored by post-campaign evaluations, surveys, focus group testing and omnibus surveys with the goal of monitoring Albertans' responses to impaired driving as well as other traffic safety areas. This information is used to ensure campaigns are well targeted. This type of evaluation is done on a yearly basis.

The P.A.R.T.Y. Program (Prevent Alcohol and Risk Related Trauma in Youth) is a dynamic, interactive injury prevention, health promotion for teenagers. Currently several programs operate in Alberta. Students 14-19 years old experience a full-day session; in following the path of an injury survivor, meeting professionals that would care for them in a trauma situation. Facts are presented about head and spinal cord injury, and the students have hands-on experience with the equipment used in trauma care and rehabilitation.

Alberta has produced a number of *Rush Hour* radio advertisements to highlight the costs of driving errors including the issue of impaired driving. (To listen to these ads, visit www.saferoads.com.)

Alberta continues to refine its Joint Forces Checkstop program to better utilize police resources while still maintaining the high profile awareness for the public. Under this program multiple police services join forces for large, multi-agency Checkstops and roving patrols. This initiative always invites additional high profile television, radio and print media attention in the area where the Checkstops occur. In 2008 additional resources were dedicated to additional Checkstops province wide. Funds for these overtime activities were provided by the Alberta government. Equipment purchases were also made for 2 additional truck and trailer Checkstop units and alcohol detection equipment.

Communications activities for the month of August and December to support Impaired Driving awareness on the Traffic Safety Plan Calendar:

- **Television- CBC Hockey Night in Canada- Edmonton, Calgary, Lloydminster, Red Deer & Medicine Hat (Oct 3, 2009-Mar 6, 2010)**
- **TV News Feature Asphalt Jungle: December 3,10,17, 24, 31 (Global TV Edmonton and Calgary)**
- **TV News Feature Online- Nov 30-Jan 3 (this will link to the Asphalt Jungle clip)**
- **Government Information Bulletin -**
- **<http://alberta.ca/acn/200912/2744955690648-97A3-6328-49BF2DCEDBE00C0B.html>**
- **Communications Toolkit for December**
Homepage on Saferoads.com- updated August 1 and December1st
- *Other*

Through the Alberta Traffic Safety Fund, Alberta Transportation supports the opportunity for community groups to obtain funding for specific traffic safety initiatives e.g. impaired driving awareness programs such as the PARTY Program.

Alberta Transportation has continued its contract with SADD Alberta to assist with awareness and communication activities throughout the province.

◆ Role of Policing

- *Standardize Impaired Driver investigation training for all Police Officers in Alberta*
- *Train and encourage more police officers to develop Drug Recognition Experts (DREs).*

In 2008, selected law enforcement officers were trained in DRE. It is the intention that more officers across the province will receive this training on an on-going basis.

- *Streamline procedures for processing drinking drivers.*

This will be under discussion through recommendations made by the legal and enforcement committees.

- *Encourage officers to lay more criminal charges rather than 24-hour suspensions.*

This practice is already in place. This is an area which requires further consultation with Justice Officials and front line police officers to co-ordinate prosecution efforts.

- *Lobby for increased police resources to help increase the perceived risk of apprehension.*

Additional resources were dedicated to law enforcement activities through the Solicitor General's Sheriff program. Additional funds were dedicated for joint force impaired driving enforcement in the throughout Alberta.

- *Encourage police to use passive sensors as an aid for investigating drinking drivers.*

Although there are no plans to do so at this time, Alberta may consider a pilot project for the use of passive sensors.

- *Other*

There is a real need to include all stakeholders in Alberta (Justice and Police are a must) to develop a co-ordinated attack on the issue of impaired drivers. This is an area that must involve input from all stakeholders – from front line to policy development, in order to create a program that is both feasible and effective. It is planned that the committees established (Provincial Impaired Driving Committee and the Justice and Enforcement Committee) will be successful in tackling these issues.

Enforcement agencies continue to use a combination of high profile checkstops as well as targeting well known drinking establishments. Edmonton introduced the Curb the Danger program where citizens are encouraged to report suspected impaired drivers to law enforcement using the 911 system. Similar programs exist around the province using the 911 system.

◆ Policy/Legislative Initiatives

- *Record and track roadside administrative licence suspensions on the driver record.*

Alberta is in the process of reviewing the 24-hour suspension program with a view to recording the short term suspension on the driving record. Information continues to be collected to further refine and define the affected area in order to recommend and develop programs and interventions that target this group.

The Alberta Administrative Licence Suspension (AALS) program was implemented in December 1999. Drivers charged with an alcohol-related offence face an automatic suspension of their driving privileges. The program includes: a 3-month suspension or disqualification for drivers charged with a BAC of more than .08 or refusing a test, following a 21 day temporary licensing period; and a six-month suspension or disqualification if the offence results in bodily harm or death. This program was evaluated in 2004 and a report was released in 2005. (To access report, visit www.saferoads.com.) Plans are in progress to expand AALS for drugs in 2009.

- *Make it an offence to refuse a Field Sobriety Test.*

(No new activity)

- *Introduce escalating sanctions based on BAC level to provincial regulations.*

Alberta is in the process of reviewing the 24-hour suspension program with a view to recording the short term suspension on the driving record. Information continues to be collected to further refine and define the affected area in order to recommend and develop programs and interventions that target this group.

- *Widen the search (look-back) window for drinking and driving sanctions to 10 years.*

Legislation passed on December 1, 1999 in Alberta saw the cycle (window) for impaired suspensions increase from 5 to 10 years. Implementation is being staged over a 5 year period and repeat offenders will now be counted back 10 years (as of December 1, 2004).

- *Introduce reduced BAC thresholds for multiple offenders.*

Alberta's program is designed to identify repeat offenders so that they may more properly be dealt with by the court, including potential applications to have such chronic offenders be designated as Long Term or Dangerous offenders.

- *Take advantage of any technological innovations for enforcing drinking and driving.*

Alberta has had an ignition interlock program since 1990. This program is administered by the Alberta Transportation Safety Board. This program is available to both first and second time offenders and is based on a model that includes frequent monitoring of interlock use by the Transportation Safety Board. In 2008 ignition interlock became mandatory for those with BAC twice the legal limit, refusing to provide a breath sample, or repeat offenders within a 10-year period.

The Traffic Safety Act proclaimed on May 20, 2003 put in place the following initiatives.

- Graduated Driver Licensing (including a 3 year minimum zero tolerance policy for new drivers). (Advanced road test implemented, May 2005.)
- An immediate 24 hour suspension for those charged with impaired driving (including zero alcohol/administrative licence suspension) to ensure that they don't leave the police station and attempt to resume driving. This is followed by a 30 day suspension.
- **October 15, 2009 new rules in the Traffic Safety Act came into force, to expand the Alberta Administrative Licence (ALS) suspension program by including drivers impaired by drugs.**

◆ Health Promotion

- *Introduce mandatory assessment/rehabilitation programs and a timely follow up.*

Alberta is in the process of reviewing the 24-hour suspension program with a view to recording the short term suspension on the driving record. Information continues to be collected to further refine and define the affected area in order to recommend and develop programs and interventions that target this group.

The IMPACT Residential Program, introduced in 1985, and the Planning Ahead program, introduced in 1972, are both managed under contract by the Alberta Motor Association. These programs have been refined to ensure they fit within Health Canada's Best Practices: "Treatment and Rehabilitation for Driving While Impaired Offenders" ..

◆ Linkages

- *Representatives from the medical and injury prevention fields and other appropriate stakeholder agencies should be encouraged to become more involved in STRID.*

Alberta Health is a member of the Provincial Impaired Driving Committee. The Alberta Centre for Injury Control and Research has also become a permanent member of this committee. Aboriginal Affairs has also joined the committee. In 2004, Alberta Gaming and Liquor Commission and the Insurance Bureau of Canada joined the committee.

- *Linkages with the enforcement and justice communities should be strengthened.*

Senior level committees dealing with legal issues and enforcement have been formed to address issues related to enforcement and prosecution as well as other problems with the impaired driving criminal justice system. These recommendations have been brought to the Provincial Impaired Driving Committee and incorporated into the strategic plan.

Since 2003, the Alberta Gaming and Liquor Commission (AGLC) has conducted a sustained and rigorous enforcement project specifically designed to reduce the sales and service of alcohol to youth. The Under 25 Identification (ID) Project was a gold medal recipient of the 2005 Premier's Award of Excellence. Additional details about this award winning program can be accessed via the Alberta Gaming and Liquor Commission website at:

<http://aglc.ca/responsibleliquorservice/under25initiative.asp>.

The following information contains relevant excerpts from the AGLC under 25 ID Policy Audit Report:

The AGLC takes the issue of minors attempting to purchase liquor very seriously. AGLC policy developed under the authority of Section 61 of the Gaming and Liquor Act requires that staff of licensed premises request proof of age when anyone who appears to be less than 25 years of age attempts to purchase liquor or enter a minors prohibited premises. These policies are included in the various licensee handbooks.

The policies also identify the acceptable forms of identification that must be presented upon request. All AGLC policies, including the above-mentioned handbooks are available on the AGLC web site at www.aglc.ca.

The AGLC undertook a compliance audit in August and September 2002, to determine the extent of the problem. The audit revealed only 23% of the province's liquor licensees complied with the Under 25 Identification (ID) Policy, which requires licensees to request identification from customers who appear to be under 25 years of age. In response, the AGLC initiated the Under 25 Project. The project, beginning in 2003, involved a comprehensive plan to inform and educate the province's liquor licensees and their customers about the Under 25 Policy, a concentrated enforcement initiative to ensure compliance with policy requirements, and follow-up audits to measure the rate of compliance.

This initiative has resulted in very successful outcomes. Public awareness and stakeholder awareness of the Under 25 ID Policy and the importance of complying with it has increased, and the compliance rate has increased from 23% in 2002, to 67% in 2003, and to 83% in 2004 and 2005.

The Traffic Safety Plan Calendar establishes coordinated, provide-wide enforcement and communication efforts on one traffic safety topic each month. E.g., August and December focus on Impaired Driving.

A three year Strategic Communications Plan 2008-2010 has been developed for all RSV2010 targets. A strategic communications action plan is developed annually.

The Traffic Safety Plan Community Mobilization Strategy provides a framework for shared planning within Alberta communities with respect to implementing the objectives of the Alberta Traffic Safety Plan – with core focus on Occupant Restraints, Impaired Driving, Speed, and Intersections. This is achieved, in part, through the strategic positioning of seventeen (17) Regional Traffic Safety Coordinators through the province who develop targeted strategies involving local community enforcement, health, education, and industry stakeholders.

◆ Other Activities

- *Introduce/develop other new initiatives/programs not described above but relevant to STRID 2010 or STRID 2001.*

Alberta continues to refine its Joint Forces Checkstop program to better utilize police resources while still maintaining the high profile awareness for the public. Under this program multiple police services join forces for large, multi-agency Checkstops and roving patrols. This initiative always invites additional high profile television, radio and print media attention in the area where the Checkstops occur. The Alberta Administrative Licence Suspension Program was evaluated in 2004; results were released in 2005. (See www.saferoads.com.)

In 2004, Alberta Transportation entered in a contract with the Alberta Centre for Injury Control and Research (ACICR) to assist in developing research into designated drivers in rural areas and for developing countermeasures involving community resources to strengthen anti drinking and driving. Dr. Peter Rothe is continuing with the research projects exploring community alternatives to drinking and driving in rural areas. This research can be accessed on www.saferoads.com.

Dr. Rothe also completed a research project entitled, “Drinking and Driving in Horizon: A Holistic Description Through the Lens of a Community Talking Circle” in 2005. This is available through www.acicr.ca.

In Alberta, repeat offenders are identified so that they may more properly be dealt with by the court, including potential applications to have such chronic offenders be designated as Long Term or Dangerous offenders.

Alberta’s Traffic Safety Plan and the three-year Action Plan outline Alberta’s traffic safety issues, including impaired driving, and responses. Both Plans are available on the Alberta Transportation website (www.transportation.alberta.ca).

The Traffic Safety Plan Community Mobilization Strategy provides a framework for shared planning within Alberta communities with respect to implementing the objectives of the Alberta Traffic Safety Plan – with core focus on Occupant Restraints, Impaired Driving, Speed, and Intersections. This is achieved, in part, through the strategic positioning of seventeen (17) Regional Traffic Safety Coordinators through the province who develop targeted strategies involving local community enforcement, health, education, and industry stakeholders.

SASKATCHEWAN

STRID 2010: IMPAIRED DRIVING INITIATIVES in 2009

◆ **Education and Awareness**

- *Educate police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences.*

Enforcement Overdrive (an enhanced impaired driving enforcement program) acts as an education tool for officers that do not regularly get involved with impaired driving. Officers signing up for the enhanced program get experience looking for impaired drivers that they take to their regular shift duties as well. This program continued in five major SK cities (Regina, Saskatoon, Estevan and Prince Albert, Moose Jaw as well as RCMP jurisdiction) in 2007

2008 saw the expansion of Enforcement Overdrive to the final municipal police force in the province, Weyburn. This program now runs in all the police services in the province

- *Implement and maintain awareness programs in schools from an early stage (i.e., kindergarten through Grade 12) with appropriately targeted messaging.*

The P.A.R.T.Y. (Prevent Alcohol Related Trauma in Youth) has been implemented in many high schools around the province, with the assistance and participation of Health Region staff, EMTs and police officers.

High school presentations are done in First Nation and Metis communities by SGI staff, when requested by the school.

In 2008 SGI commissioned a First Nations theatre group to develop and tour a play about impaired driving and other road safety issues to schools in First Nations communities. We visited 12 schools in the fall of 2008.

- *Highlight the costs associated with drinking and driving.*

In 2007, SGI ran an advertising campaign (washroom, radio) that highlighted the consequences (cost to driver- financial, time, etc.) of drinking and driving. SGI also used big-screen movie theatres' advertising to highlight the consequences of drinking and driving.

In 2008 SGI added e-boards in licenced establishments to emphasize the costs associated to drinking and driving.

- *Target/personalize educational campaigns for different audiences.*

In Saskatchewan, SGI's advertising campaign in 2007 and 2008 targeted the adult male population that goes for a few after-work population. Television, radio, posters and billboard advertisements were included.

In 2007/08, the young male audience continued to be the primary target. A more general Christmas campaign, using TV and billboards, targeted the holiday-party public. Radio ads played before, during and after football games were aimed at the CFL Saskatchewan Roughrider fans, encouraging the use of a designated driver.

In 2009 Saskatchewan introduced Operation Red Nose (ORN) to one community (North Battleford). Over the Christmas season North Battleford ORN had 89 dedicated volunteers and offered 145, which exceeded the expectations for the first year of operation.

- *Other*

SGI works closely with Students Against Drinking and Driving to establish chapters in schools all over Saskatchewan that bring awareness to drinking and driving to the community level. In 2007, SGI partnered with SADD to create an ad campaign for young people to remind them that they are not invincible of risk-taking activities like drinking and driving. This campaign continued in 2008 in theatres and with the distribution of posters.

In 2009 SGI created a new TV commercial that highlighted the option to sleep over, if a friend had too much to drink. This commercial used the iconic song "Mr. Sandman" to stress the option.

◆ Role of Policing

- *Train and encourage more police officers to develop Drug Recognition Experts (DREs) and more use of the Field Sobriety Tests (FSTs).*

none that I am aware of

On July 1, 2006, Saskatchewan enacted the Traffic Safety Act and it included the authority for law enforcement to use the Standard Field Sobriety Test at the roadside. This initiative continued in 2008.

- *Streamline procedures for processing drinking drivers.*

SGL worked with the police on the development of a form for the 90-day administrative suspension. Through continued discussions with the police in 2008, the forms have been accepted by both agencies.

- *Encourage officers to lay more criminal charges rather than 24-hour suspensions.*

SGL continues to provide funding to major police services to subsidize the cost of overtime used to conduct impaired driving check stops (“Enforcement Overdrive”). At monthly meetings to plan and discuss these initiatives, SGL highlights the need to lay more Criminal Code charges rather than solely issuing 24-hour suspensions.

There was a legislation change on July 1, 2006 to impose a 15-day suspension for a second .04 BAC in a two-year period. As well as a change for enforcement personnel to impose a 24-hour suspension for refusing a Standard Field Sobriety Test. This was still in place in 2008.

- *Lobby for increased police resources to help increase the perceived risk of apprehension.*

Please refer to “Enforcement Overdrive” description (above)

- *Encourage police to use passive sensors as an aid for investigating drinking drivers.*

(none)

- *Other*

(None)

◆ **Policy/Legislative Initiatives**

- *Record and track roadside administrative license suspensions on the driver record.*

The following initiatives were introduced in Saskatchewan

1. Zero blood alcohol limit for new drivers (introduced in 2001)

- a) first offence leads to 30-day suspension plus a requirement to complete the Driving Without Impairment (DWI) course within 90 days
 - b) subsequent offences lead to 90-day suspension plus a requirement to complete addictions screening and the recommended education or recovery program
2. .04 limit for experienced drivers (introduced in 1996, amended in 2004 & 2006)
 - a) first offence leads to 24-hour suspension
 - b) second offence leads to 15-day suspension plus a requirement to complete the DWI course within 90 days
 - c) subsequent offences lead to 90-day suspension plus a requirement to complete addictions screening and the recommended education or recovery program
3. .08 per se limit or refusal to comply with a demand (introduced in 2002)
 - a) 90-day suspension follows an immediate 24-hour suspension and, if the driver has a valid licence, a seven-day driving permit.
4. Assignment of 4 demerit points in Saskatchewan's Safe Driver Recognition Program (SDR) for people issued a 24-hour or 30-day suspension. Drivers lose their vehicle license plate insurance discount and face a financial penalty if they are in the penalty zone.

The above initiatives were in place in 2008.

- *Make it an offence to refuse a Field Sobriety Test.*

In 2008, refusing a request for a drug evaluation became equivalent to declining a breath test for alcohol and is deemed as a *Criminal Code* offence. Police who suspect a driver of being impaired by any drug (licit or illicit, prescription or over-the-counter) can request that a driver complete a Standardized Field Sobriety Test. If found to be impaired, the driver must submit to a mandatory Drug Evaluation and Classification (DEC) assessment, which is a 12-step process that requires the driver to provide a blood, saliva or urine sample. A refusal or failure to comply with a request to complete an evaluation carries the same immediate roadside suspension as failing or refusing to provide a breath test. A driver's licence could be suspended from 24 hours to 90 days.

- *Introduce escalating sanctions based on BAC level to provincial regulations.*

No activity.

- *Widen the search (look-back) window for drinking and driving sanctions to 10 years.*

Legislation has been passed to extend the look-back window from 5 years to 10 years. This took effect on January 1, 2005 at which time the window began to grow from 5 years. On January 1, 2010, the full 10 year sliding window will be in effect.

- *Introduce reduced BAC thresholds for multiple offenders.*

(No activity)

- *Take advantage of any technological innovations for enforcing drinking and driving.*

Saskatchewan's ignition interlock program for first-time drinking and driving offenders was introduced in 2001. Effective February 1, 2007, the program was expanded to allow repeat offenders to participate in the program. Sanctions were also developed to extend the interlock periods if drivers are not violation free during the last three months. There was no activity on this in 2008.

- *Other*

Automatic Licence Plate Recognition (ALPR) cameras were purchased for two police services (Regina and Prince Albert) in 2007, to help identify suspended and disqualified drivers (those that have not participated in the sanctions necessary to reinstate their licence after being convicted in drinking and driving offences).

In 2008, a third ALPR camera was purchased for Estevan Police Service.

◆ Health Promotion

- *Introduce mandatory assessment/rehabilitation programs and a timely follow up.*

SGI completed a final report evaluating the Addiction Screening and Assessment program.

◆ Linkages

- *Representatives from the medical and injury prevention fields and other appropriate stakeholder agencies should be encouraged to become more involved in STRID.*

Partnerships with agencies in health care and injury prevention have been made and continue to be strengthened.

- *Linkages with the enforcement and justice communities should be strengthened.*

Linkages with the enforcement community continue to be strengthened through partnerships (e.g., Enforcement Overdrive) and active selective traffic enforcement programs (“STEP”).

- *Other*

SGI continued its partnership with the Federation of Saskatchewan Indian Nations (FSIN) to train aboriginal instructors for the Drive Without Impairment Program and to provide courses on First Nations reserves.

◆ Other Activities

- *Introduce/develop other new initiatives/programs not described above but relevant to STRID 2010 or STRID 2001.*

(No activity)

MANITOBA

STRID 2010: IMPAIRED DRIVING INITIATIVES IN 2007

NOT UPDATED FOR 2008 OR 2009

◆ Education and Awareness

- *Educate police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences.*

The RCMP who police the majority of Manitoba towns and cities is conducting ongoing awareness and enforcement campaigns with our units. They are highlighted yearly and provide the thrust for work plan initiatives such as STEP. Crown Attorneys routinely receive education about new impaired driving initiatives via memorandums and through their quarterly conferences as new issues and information emerge.

- *Implement and maintain awareness programs in schools from an early stage (i.e., kindergarten through Grade 12) with appropriately targeted messaging.*

Driver Improvement and Control provide guest speakers for most Driver Education classes. They provide information relative to obtaining/maintaining a licence, as well as consequences for improper driving decisions. Each session has a section devoted to impaired driving and consequences for those that choose to drive while impaired.

The RCMP provides presentations to Driver Education Classes throughout the province highlighting the significant impact that impaired driving has on collisions in the province.

For 2006-2007 Manitoba Public Insurance (MPI) contracted MADD Canada to facilitate 40 high impact multi-media presentations to junior and senior high schools. The theme of the "*Mind Control and Ace*" presentations focuses on alcohol consumption and its impacts on drinking and driving for youth and their families. The target group is 13-18 year olds.

- *Highlight the costs associated with drinking and driving.*

MPI partnered with MADD (Mothers Against Drunk Driving) in airing the “Reunited” commercial in 2006. The television commercial targets the adult audience and promotes safe transportation alternatives.

Driving license suspensions range from one year to lifetime, effective December 1, 2001.

- *Target/personalize educational campaigns for different audiences.*

Stakeholder agencies from the Manitoba Liquor Control Commission, Addictions Foundation of Manitoba, Winnipeg Police, Manitoba Hotel and Restaurant Associations and Manitoba Public Insurance promoted the Designated Driver initiatives. In 2004 – 2005 billboard campaigns of “Who’s Your D.D.?” promoted safe transportation options for motorists.

- *Other*

Full GDL was implemented in January 2003 with a 0 BAC initiative for learner drivers, 0 BAC during the intermediate stage, and 0 BAC for the first 12 months of full stage licence.

In October 2001, the first phase of Manitoba’s Graduated Driver Licensing Program was implemented beginning with a Zero BAC initiative for learner drivers, drivers with a probationary licence, and motorcyclists holding motorcycle instruction permits.

In December 06, 0 BAC restriction for full stage licence of GDL increased to 3 years, extending 0 BAC restriction for novice drivers in GDL to at least 5 years.

◆ **Role of Policing**

- *Train and encourage more police officers to develop Drug Recognition Evaluation (DREs) and more use of the Standard Field Sobriety Tests (SFSTs).*

In Manitoba, ninety six (96) law enforcement officers have been trained to conduct SFSTs and twenty (20) law enforcement officers are trained to conduct DREs. This represents an approximate four-fold increase from the number trained only a few years ago (27 and 4, respectively).

- *Streamline procedures for processing drinking drivers.*

(No activity)

- *Encourage officers to lay more criminal charges rather than 24-hour suspensions.*

Manitoba is not aware of a problem with respect to officers laying a disproportionate number of 24 hr suspensions vs. criminal charges.

- *Lobby for increased police resources to help increase the perceived risk of apprehension.*

In response to the 2010 Road Safety Vision, the RCMP have increased their complement of traffic enforcement personnel.

- *Encourage police to use passive sensors as an aid for investigating drinking drivers.*

(No activity)

- *Other*

The *RoadWatch* check stop program was operational in 2007. Manitoba Public Insurance along with participating police agencies conducted additional enforcement in the detection and removal of impaired drivers. This initiative focuses on high visibility checkpoints to elevate general awareness, to deter drink-drive activities and to remove problem drivers. The program operates from May 1 to November 30.

◆ **Policy/Legislative Initiatives**

- *Record and track roadside administrative license suspensions on the driver record.*

Administrative licence suspensions are currently recorded on the driving record.

- *Make it an offence to refuse a Field Sobriety Test.*

Manitoba has passed legislation to allow police to administer roadside Standard Field Sobriety Tests (SFSTs) to drivers suspected of being impaired.

Those who fail the test will be subject to a 24-hour roadside driver licence suspension. Information gathered may be used to demand a breathalyser test under the Criminal Code of Canada which could lead to criminal

charges being laid for driving with a blood alcohol level of over .08, or if they refuse the demand they may be charged with a refusal. Refusal or failure to comply with a demand to perform the SFST may also result in a 24-hour driver licence suspension, a 3-month administrative driver licence suspension and vehicle impoundment under the Highway Traffic Act (HTA).

- *Introduce escalating sanctions based on BAC level to provincial regulations.*

Vehicle impoundment durations are based on BAC readings and on whether the person is a repeat offender.

- *Widen the search (look-back) window for drinking and driving sanctions to 10 years.*

In December 2001, Manitoba increased its look-back period from 5 years to 10 years for determining suspension lengths upon conviction of a Criminal Code offence.

- *Introduce reduced BAC thresholds for multiple offenders.*

(No activity)

- *Take advantage of any technological innovations for enforcing drinking and driving.*

The ignition interlock program came into effect on December 1, 2003.

◆ Health Promotion

- *Introduce mandatory assessment/rehabilitation programs and a timely follow up.*

Mandatory assessment is in place (conducted by the Addictions Foundation of Manitoba) for all alcohol-related convictions and administrative licence suspensions; as well as for drivers with two or more 24-hour suspensions within a 3 year period. Drivers may be monitored for up to 2 years.

- *Other*

(No activity)

◆ Linkages

- *Representatives from the medical and injury prevention fields and other appropriate stakeholder agencies should be encouraged to become more involved in STRID.*

(No activity)

- *Linkages with the enforcement and justice communities should be strengthened.*

(No activity)

◆ Other Activities

- *Introduce/develop other new initiatives/programs not described above but relevant to STRID 2010.*

Manitoba has introduced programs respecting:

1. Vehicle Forfeiture, upon conviction, for Criminal Code (cc) offences resulting in death or bodily harm and from any other third or subsequent CC conviction (effective December 2002).
2. Ignition Interlock Program – (effective December 1, 2003).
3. Provincial impaired driving sanctions apply to Manitoba drivers who receive a conditional or curative discharge for an impaired driving offence in Canada (effective December 2006). Sanctions include mandatory suspensions, impaired driving assessments and related licence reinstatement requirements.
4. Manitoba drivers who are convicted of impaired driving offences in the United States are subject to provincial impaired driving sanctions including mandatory suspensions and ignition interlock (effective December 2006).
5. New legislation provides stiffer penalties for drivers who have passengers under the age of 16 years in the vehicle at the time they are charged with an impaired driving related offense.
6. A new 24 hour roadside suspension has been created to address situations where a driver is so impaired that he or she is unable to comply with a demand. The suspension allows a peace officer to suspend the licence of a person in this situation. Previously, there was no authority to suspend the driver as they were not able to provide a

breath sample, nor did they have the capacity to refuse to provide the sample.

Ongoing initiatives include:

In Manitoba, the alcohol server intervention program is mandatory. "It's Good Business" (IGB) requires all servers, managers and owners to take the required training in order to work in various licensed establishments.

In 2006 - 2007 Manitoba Public Insurance funded the Manitoba Association of School Trustees (MAST) to oversee Safe Grad and Teens Against Drinking and Driving (TADD) programs. In 2006 – 2007, there were 70 TADD active chapters and approximately 126 Safe Grad events held in the province.

Operation Red Nose (ORN): In December 2007, 1,494 volunteers provided over 2,317 rides during the Christmas period.

MPI's Driver Improvement and Control Program continues strong stake holder relationships with law enforcement, Provincial courts and the Addictions Foundation of Manitoba, including ongoing meetings to discuss GDL, regulatory changes, and provincial remedial programs and related issues.

ONTARIO

STRID 2010: IMPAIRED DRIVING INITIATIVES 2009

◆ Education and Awareness

- *Educate police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences.*

The Ontario Crown Attorneys Association and Ministry of the Attorney General hold an annual summer school for Crown Attorneys during July and August. One of the courses for Crown Attorneys is an intensive one-week course on the legal and practical aspects of drinking and driving prosecutions. Educational conferences are held each spring and fall, at which Crown Attorneys are updated on changes and developments in drinking and driving law. In addition, Crown Attorneys are advised on an ongoing basis of significant judicial rulings and legislative amendments in this area of the law.

Police officers receive on-going internal training through a number of courses, updates on court decisions, shift briefings, internal publications and All Chiefs Bulletins. The Ontario Association of Chiefs of Police (OACP) Traffic Committee holds meetings/training sessions annually where new information pertaining to drinking and driving is shared with the policing community. Attendees from all municipal police services, as well as the OPP, are invited.

Training for police is also provided through training events provided by **the Ontario Police College (recruit training, collision reconstruction, etc.) and events provided by agencies such as Arrive Alive Drive Sober (formerly the Ontario Community Council on Impaired Driving, or OCCID) and MADD Canada**. MTO provides speakers and resources to these training programs as required. **The Centre of Forensic Sciences provides training to police in the operation of approved breath testing instruments, including qualification of Ontario's Police Breath Technicians.**

- *Implement and maintain awareness programs in schools from an early stage (i.e., kindergarten through Grade 12) with appropriately targeted messaging.*

In May 2009, the Ministry launched the new “iDRIVE ROAD STORIES” youth road safety program for secondary school and community audiences. The program is designed to raise awareness among drivers and passengers under the age of 25 about the risks and consequences of aggressive and unsafe driving including impairment by alcohol and drugs.

iDRIVE includes a DVD presentation and presenter’s guide. The high-energy DVD uses a “reality TV” format to help the audience separate myth from fact and develop strategies for avoiding unnecessary risks. Expert testimonials, interviews with college and university students, and segments developed with the input of the teen-aged participants help to ground the issues in reality.

To date, more than 3,000 copies of iDRIVE ROAD STORIES have been distributed to schools by police, public health and road safety groups for use in presentations to student and community audiences across Ontario. The program was produced in partnership with Arrive Alive Drive Sober, Ontario Students Against Impaired Driving (OSAID), The Student Life Education Company, Ministry of Health Promotion and Transport Canada.

In fall 2009, the Ministry launched new cross-curriculum resources to enable elementary and secondary school teachers to incorporate road safety education into their lesson plans. Alcohol and drug impaired driving content is included for students in grades 7 – 12. Developed in partnership with the Ontario Physical and Health Education Association, the materials are designed to educate children and teenagers about road safety, promote behavioural change and offer students the life-skills they need to be safe pedestrians, passengers, cyclists, and drivers.

Every Ontario School Board, secondary and elementary school received these resources in fall 2009. They are also available online at ontarioroadsafety.ca.

Police are active in schools delivering targeted messages through programs such as the Drug Abuse Resistance Education (DARE), **Racing Against Drugs**, and the Values, Influences, and Peers (VIP) programs, which target public school students. Traffic safety presentations, through school liaison officer programs and other youth oriented programs, target older youths. Other relevant programs include Safe Grad initiatives across the province.

MTO provided support and resources towards the efforts of youth-oriented impaired driving stakeholders in the delivery of awareness activities

including the **2009** Ontario Students Against Impaired Driving Conference, Drive Sober Valentines and Safe Grad programs.

- *Highlight the costs associated with drinking and driving.*

In **2009**, the Ministry supported the launch and delivery of the “**Arrive Alive Drive Sober**” summer sober driving campaign. **The 2009 edition aimed to increase the public’s awareness of Ontario’s new (May 1, 2009) “warn range” sanctions (for drivers with a blood alcohol concentration (BAC) between .05 and .08) as well as the risks and financial consequences of impaired driving.** The ministry provided funding through the Road Safety Community Partnership Program for the campaign and **also for the production of two public service announcements (PSAs) promoting the new warn range sanctions.**

In 2009, the primary focus of the Ministry’s impaired driving materials, website, supported partner campaigns and events was on the promotion of Ontario’s new warn range sanctions. Prior to this, the Ministry had promoted the costs and consequences of impaired driving for close to a decade and in 2009 continued to highlight the costs of items such as fines, Administrative Monetary Penalties, remedial measures and ignition interlock devices.

Although the primary function of Reduce Impaired Driving Everywhere (RIDE) program is enforcement, it also serves as a significant education and awareness tool. RIDE is based on the concept of increasing a motorist’s perceived risk of apprehension and is widely supported by the police, public and media. **In 2009**, the Government of Ontario doubled its financial support to police services running the RIDE program **for a second year, from \$1.2 to \$2.4 million.**

- *Target/personalize educational campaigns for different audiences.*

In May 2009, the Ministry launched the new “iDRIVE ROAD STORIES” youth road safety program. The program is designed to raise awareness among drivers and passengers under the age of 25 about the risks and consequences of aggressive and unsafe driving including impairment by alcohol and drugs.

iDRIVE includes a DVD presentation and presenter’s guide. The high-energy DVD uses a “reality TV” format to help the audience separate myth from fact and develop strategies for avoiding unnecessary risks. Expert testimonials, interviews with college and university students, and segments developed with the input of the teen-aged participants help to ground the issues in reality.

To date, more than 3,000 copies of iDRIVE ROAD STORIES have been distributed to schools by police, public health and road safety groups for use in presentations to student and community audiences across Ontario. The program was produced in partnership with Arrive Alive Drive Sober (formerly OCCID), OSAID, the Student Life Education Company, Ministry of Health Promotion and Transport Canada.

During holiday periods and long weekends in **2009**, MTO presented anti-impaired driving messages to motorists throughout the Greater Toronto Area on the changeable COMPASS highway signs. **This included messages promoting the new warn range sanctions that began running in April 2009.**

Police speak to a variety of community groups, including student groups/bodies within their respective jurisdictions, on impaired driving. Police communicate their “Don’t Drink and Drive” message in media interviews and news releases.

In April, 2009 the Ministry developed an information card and poster on the new warn range sanctions, as well as a brochure on drinking and driving, “Get the Facts”. These materials were also posted on MTO’s website. Distribution of these items included:

- **LCBO stores across Ontario**
- **Provincial and community groups**
- **Student Life Education Company**
- **Ontario Students Against Impaired Driving**
- **Arrive Alive Drive Sober (formerly OCCID)**
- **MADD Canada**
- **SMARTRISK**

In fall 2009, MTO, along with a broad coalition of other partners including media, businesses, community groups, police services, and public health units, once again supported Arrive Alive Drive Sober’s “Shut Out Impaired Driving” campaign, which targets sports fans. The campaign includes distribution of home hosting kits, coasters and “arrive alive” passports at professional sporting and community events across Ontario. The 2009 campaign also includes two public service announcements: one featuring Ron Wilson, Coach of the Toronto Maple Leafs, and the other with Cory Clouston, Coach of the Ottawa Senators. These PSAs were distributed for play on radio, TV network and cable stations across the province.

In Spring 2009, the Ministry provided both MADD Canada and Arrive Alive Drive Sober with funding support towards the production of television and radio PSAs promoting Ontario’s new warn range

sanctions. MADD and AADS distributed these PSAs to broadcasters for air play timed to coincide with the implementation of the new law.

MTO continues to work with groups across Ontario that run programs such as Arrive Alive Drive Sober's "Operation Lookout[®]"; MADD Canada's Campaign 911; and the Road Watch program that encourage members of the public to report suspected impaired drivers to the police.

Many police services run educational campaigns targeted at specific transportation modes – i.e., boats, vehicles, snowmobiles or ATVs – as well as by audience. Police deliver presentations to community groups upon request and will participate at a variety of events and in a number of forums to underscore the “don't drink and drive” message. OPP officers use several approaches to demonstrate the impact of alcohol on abilities. One such example is the use of Fatal Vision goggles.

◆ *Other*

MTO supports (via organizational and financial support) a number of provincial anti-impaired driving conferences. In 2009, these included the bi-annual Arrive Alive Drive Sober regional impaired driving workshop – “Focus on Young Drivers” (September 2009), and Ontario Students Against Impaired Driving (OSAID) Conference (May 2009).

In September 2009, the Ontario Association of Chiefs of Police Traffic Committee and 'Arrive Alive DRIVE SOBER' co-hosted the Impaired Driving Focus on Youth symposium with 105 delegates in attendance, including eleven OPP officers.

◆ **Role of Policing**

Of the 13,626 Criminal Code traffic charges the OPP laid in 2009, 9,852 of these charges were for impaired driving in accordance with Criminal Code section 253. The OPP investigated 2,305 alcohol-related collisions in 2009. Alcohol was deemed a contributing factor in 51 (18%) of the 280 fatal collisions investigated by the OPP in 2009.

- *Promote enforcement programs, such as Reduce Impaired Driving Everywhere (RIDE), which has proven successful at deterring drinking/driving behaviour.*

Since 1988, the Ministry of Community Safety and Correctional Services has been providing the RIDE grant to police services to enhance local enforcement capabilities. The RIDE funding ensures a year-round provincial program for spot checks to catch impaired drivers. In **2009**, the Government of Ontario doubled its financial support to police services running the RIDE program **for a second year from \$1.2 to \$2.4 million**. The RIDE program has been highly successful in apprehending impaired drivers as it combines police enforcement with public education and awareness campaigns. Based on the concept of increasing a motorist's perceived risk of apprehension, the program is supported by the police, public and the media.

Public support for enforcement campaigns is evidenced in the *National Opinion Poll on Drinking and Driving* (February 1999). This report found that 88 per cent of the people polled reported that drinking and driving programs are effective countermeasures to combating this problem.

Police in Ontario are committed to road safety and addressing impaired driving as a priority road safety activity. Almost a quarter of all Criminal Code impaired driving charges laid in Canada are laid in the province of Ontario.

The OPP have given their officers clear direction that criminal charges are to be laid for Criminal Code impaired driving offences.

Police view RIDE and other enforcement strategies as critical to eliminating impaired driving. This is one of the key driving behaviours that the OPP targets in its highly publicized summer Cottage Patrols and Festive RIDE programs. In **2009**, the ministry supported several holiday season impaired driving events/campaigns including:

- **Arrive Alive Drive Sober launch – April 28, 2009**
- **MADD Red Ribbon Campaign – November 3, 2009**
- **York Region Police RIDE launch – November 23, 2009**
- **Festive RIDE Launch (GTA and environs) – November 26, 2009**
- **OPP 2009 Lick Impaired Driving Campaign launch – November 29, 2009**

MTO also issued provincial news releases prior to key holiday weekends as a reminder to motorists to drive sober.

During the 2009 Ontario Provincial Police (OPP) Festive R.I.D.E. Campaign, the OPP stopped 1,199, 280 vehicles to evaluate drivers for impairment caused by alcohol and/or drugs. From November 27, 2009 to January 2, 2010, 299 individuals were charged with a Criminal Code drinking and driving related offence. An additional 746 individuals were given a 'warn range' roadside licence suspension

(used for individuals who blow in the warn range, from 0.05 to 0.08 BAC).

- ***Educating police agencies on the merits and strengths of Drug Recognition Expert (DRE) training and safe administration of the Standard Field Sobriety Tests (SFSTs).***

At this time, the OPP has 31 fully certified DRE Officers and 2 DRE Instructors. The OPP ran its first integrated SFST course at the Provincial Police Academy in November of 2009, training 24 Officers. The OPP currently has 50 fully trained SFST Officers. In 2009, the OPP laid 233 Impaired by Drug Charges, compared to 46 in 2008, marking a 506% increase.

Given that Ontario roads are ranked among the busiest highways in North America, conducting **SFSTs** are believed to also represent a significant risk in terms of roadside safety for police officers, suspects and other road users. The OACP has expressed concerns with respect to public and officer safety and the use of **SFSTs**.

Note: The Criminal Code requires that the suspect perform physical coordination tests and, if necessary, accompany the peace officer to a safe location for that purpose.

Police in Ontario normally use approved roadside screening devices rather than **SFSTs** to determine BAC levels of stopped drivers. Use of these devices also allows police to monitor compliance with BAC requirements under the provincial graduated licensing regime.

Enabling federal legislation came into force on July 1, 2008 and expands police authority to demand **SFSTs**.

There should be consideration for adding legislative provisions that would allow for potential future use of roadside drug detection devices in lieu of a DRE process. Australia and some European countries are currently using such devices. **The Ontario Drug Recognition Program does not currently support roadside drug detection devices. The Criminal Code has no provision permitting the use of roadside drug detection devices.**

In spite of the costs associated with training and recertification of both DRE officers **and** front-line officers **trained in SFST**, the use of such devices may be more effective and, hence, more frequently used as a policing tool.

- *Streamline procedures for processing drinking drivers.*

In order to streamline business processes and accommodate the new warn range BAC suspensions (**which came** into effect on May 1, 2009), MTO is automating the suspension process. A new application, the Suspension and Impoundment Management System (SIMS), will provide for the electronic reporting and authorization of all roadside administrative sanctions under the HTA.

- *Lobby for increased police resources to help increase the perceived risk of apprehension.*

Since 1988, the Ministry of Community Safety and Correctional Services has been providing the RIDE grant to police services to enhance local enforcement capabilities. The RIDE funding ensures a year-round provincial program for spot checks to catch impaired drivers. **In 2008 and again in 2009**, the Government of Ontario doubled its financial support to police services running the RIDE program to \$2.4 million. The RIDE program has been highly successful in apprehending impaired drivers as it combines police enforcement with public education and awareness campaigns. Based on the concept of increasing a motorist's perceived risk of apprehension, the program is supported by the police, public and the media.

- *Encourage police to use passive sensors as an aid for investigating drinking drivers.*

To date, police services in Ontario have not shown strong support for the use of the passive alcohol sensor (PAS) as an investigation tool because use of the device is not judicially or legislatively acknowledged. The policing community would like the PAS to be judicially or legislatively recognized by the federal government in the Criminal Code of Canada as an alternative tool to gather preliminary information (comparable for example, to slurred speech). There is some concern with respect to such devices detecting alcohol from a passenger, leading to inappropriate charges laid. For these reasons, in May 2003, the former Ontario government declined MADD Canada's request to conduct a PAS pilot project in Ontario.

- *Other*

(None)

◆ Policy/Legislative Initiatives

Ontario continued implementing the drinking and driving related items in the *Safer Roads for a Safer Ontario Act, 2007*, which received Royal Assent in June 2007. The Bill contains measures that target:

- Repeat drinking drivers **in the warn range of 0.05 to 0.08 BAC** that were slipping through the net. Research shows that such drivers are 7.2 times more likely to be involved in a fatal collision than drivers with a zero BAC.
- A small, but stubborn number of drivers who continue to drive drunk or while suspended after multiple convictions for impaired driving.

On November 17, 2008, regulations to create escalating sanctions and an Administrative Monetary Penalty (AMP) for blowing in the warn range (0.05 to 0.08 BAC) were approved and **came** into effect on May 1, 2009.

In addition, the Remedies for Organized Crime and Other Unlawful Activities Act was amended under Bill 203 to:

- Allow the civil forfeiture of vehicles used in drunk driving offences, and driving while suspended for one of these offences.
- Expand the powers of the court so that the Attorney General can take possession of and sell vehicles used in certain circumstances including drinking and driving and driving while suspended.

- *Record and track roadside administrative licence suspensions on the driver record.*

As of May 1, 2009, the 3-day, 7-day and 30 day suspensions for blowing in the warn range (.05 to .08 BAC) are reflected on the driver record in addition to the 90-day administrative driver's licence suspensions.

- *Make it an offence to refuse a **Standard Field Sobriety Test**.*

Ontario supports federal Bill C-2, which was proclaimed and came into force on July 1, 2008. Ontario continues to work on addressing the challenges brought about by the provisions of C-2 as they relate to the administration of SFSTs, including assessment of impaired status at roadside and subsequent forensic testing of samples. In particular, with respect to drug-related impairment, the Centre of Forensic Sciences continues to develop improvements to methods and analytical technologies.

- ***Introduce administrative drivers licence suspensions for those drivers charged with impaired by drug***

Ontario is currently reviewing the need to introduce an administrative driver's licence suspension for those drivers who are charged with impaired operation of a motor vehicle while their ability is impaired by a drug (similar to 90-day ADLS for alcohol).

- *Introduce escalating sanctions based on BAC level to provincial regulations.*

Effective May 1, 2009, drivers who blow in the warn range of 0.05 to 0.08 BAC **are** subject to longer administrative licence suspension periods and additional consequences as follows:

- 3 days for a first occurrence;
- 7 days for a second occurrence within a five-year period and drivers will be required to take a remedial alcohol education program;
- 30 days for a third occurrence within a five-year period, drivers will be required to take a remedial alcohol treatment program and will have ignition interlock condition on driver's licence for 6 months.

Drivers suspended for blowing in the warn range **are also** required to pay a \$150 Administrative Monetary Penalty.

Since the effective date, the OPP have laid 5,198 warn range suspensions (4,864 were 3-day suspensions; 90 were 7-day suspensions; 7 were 30-day suspensions; and 237 were 12-hour suspensions given to novice drivers). The OPP also issued an additional 2,414 90-day ADLS to persons who were criminally charged.

- *Widen the search (look-back) window for drinking and driving sanctions to 10 years.*

This was implemented in Ontario in 1998. For Criminal Code driving-related offences, offenders with two or more convictions within a 10-year period are considered repeat offenders. Drivers must have a 10-year period free of driving-related Criminal Code convictions in order to be considered to have a "clean" driving record.

- *Introduce reduced BAC thresholds for multiple offenders.*

For a first Criminal Code Conviction, drivers are limited to a reduced BAC of 0.02 (as a function of an ignition interlock requirement – see below) for a minimum of one year following their suspension. Drivers convicted of a second Criminal Code offence are subject to a period of 3 years at 0.02 BAC and, if a driver's licence is reinstated following a third Criminal Code conviction, they are subject to a lifetime 0.02 BAC limit.

- *Take advantage of any technological innovations for enforcing drinking and driving.*

In Ontario, ignition interlock legislation took effect on December 23, 2001, and applies to any driver who is convicted of a drinking and driving offence committed on, or after, that date.

First-time offenders are required to have the ignition interlock condition on their licence for a minimum period of one year. Second-time offenders require the ignition interlock condition for a minimum of three years, and third-time offenders require the condition for life. Drivers must blow into the device to prove that they have not consumed alcohol. If they do consume alcohol, the vehicle will not start.

Between December 2001 and September 2008, 77,209 Ontario's drivers were either subject to the ignition interlock **program after licence reinstatement, or required not to drive at all until the condition is removed from their licence.**

In addition, **another element of Bill 203 to be implemented will provide an incentive to separate drinking from driving by reducing licence suspensions for certain Criminal Code impaired driving offenders if they agree to have an ignition interlock device installed in their vehicles.** The policies and operational procedures required to bring this program into effect are currently being developed

Under Bill 126, the *Road Safety Act, 2009*, Ontario is proposing to extend the existing zero BAC requirement that currently applies to novice drivers to all drivers in all licence classes up to and including age 21. The Bill received Royal Assent in April 2009.

◆ Health Promotion

- *Introduce mandatory assessment/rehabilitation programs and a timely follow up.*

Convicted drinking drivers must successfully complete the "Back on Track" remedial measures program, which includes assessment, an education or treatment program and follow up interview before their licence can be reinstated.

This program was phased in starting September 30, 1998 and its design was based on clinical expertise provided through the Ministry of Health and Long-Term Care. Every convicted drinking driver who received their

suspension notice on or after October 1, 2000 must complete all three components.

As of May 1, 2009, drivers suspended for registering a **BAC in the warn range twice** in a five-year period will have to complete the mandatory alcohol education program within 120 days from the start of their suspension period, and those suspended for a third time in a five-year period for a warn range infraction will have to complete an alcohol treatment program within 180 days.

Individuals who measure in the warn range more than 3 times in a five-year period will be required to undergo a mandatory alcohol assessment by a physician or addictions counsellor. This assessment will allow MTO to screen these individuals for habitual drinking and driving behaviour and to keep the individual under suspension until they fulfil the requirements outlined by the physician or addictions counsellor.

- *Other*

Based on the success of iDrive, a sequel was developed and released in the spring of 2009. MTO, road safety partners and Transport Canada produced this version based on the road safety information program, covering topics such as extreme driving, impaired driving, drowsy driving and distracted driving to be distributed through high schools, community colleges and public health networks. The sequel was subsequently nominated by MTO for an AAMVA PACE award.

◆ Linkages

Representatives from the medical and injury prevention fields and other appropriate stakeholder agencies should be encouraged to become more involved in STRID.

Ontario agrees that this should be undertaken as a joint CCMTA exercise. MTO currently participates with SMARTRISK in an annual Injury Prevention Conference. MTO also supports an annual injury prevention event in London.

MTO regularly liaises with other key stakeholders who are involved with promoting and enforcing the anti-drinking/**drug** and driving message. Key provincial government stakeholders include: The ministries of the Attorney General, Community Safety and Correctional Services, Health and Long-Term Care, Tourism and Small Business and Consumer Services. Other representatives come from the Centre for Addiction and Mental Health,

the Canadian Center on Substance Abuse, Alcohol and Gaming Commission, OACP, OPP, Toronto Police Service, MADD and OCCID. Meeting Ontario's STRID commitments is an item for ongoing discussion.

- *Linkages with the enforcement and justice communities should be strengthened.*

STRID has increased its membership to include such representation. As noted above, Ontario regularly liaises with representatives of the enforcement and justice communities.

◆ **Other Activities**

- *Introduce/develop other new initiatives/programs not described above but relevant to STRID 2010.*

The OPP is piloting **Automated Licence Plate Recognition** to get real-time information on drivers and vehicles through their on-board computers, **using the MTO Inquiry Services website.**

The province continues to conduct research into best practices around the world on both drinking and driving and drugs and driving.

QUEBEC

STRID 2010: IMPAIRED DRIVING INITIATIVES IN 2009

◆ **Education and Awareness**

Concerned by the rising accident toll, the government of Québec declared 2007 Road Safety Year. A plan containing short, mid and long term actions as well as awareness-building measures was developed.

- *Educate police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences.*

SAAQ representatives coordinated a road safety training day at the École nationale de police du Québec (ENPQ) in October 2007. Roughly 175 police officers participated in the activity which mainly addressed impaired driving and speeding. Another training day was held in January 2009. Roughly 200 police officers participated in this second activity.

Moreover, police officers were informed of the new provisions related to impaired driving that were introduced in Bill 42.

- *Implement and maintain awareness programs in schools from an early stage (i.e., kindergarten through Grade 12) with appropriately targeted messages.*

Since the early 1980s, programs tailored to each of the sub-groups of the 15- to 24-year-old age group, i.e. secondary school students and post-secondary students, were introduced in Québec.

In 2006, the SAAQ created two animated characters, Leo and Lea, as a means of making young people aware of the hazards associated with driving a motor vehicle. Vignettes addressing driving impaired by alcohol and drugs were presented in rotation on a plasma screen in the concourse of a Québec general and vocational college (CEGEP).

In 2008, the SAAQ launched a new awareness activity whose objective is to address impaired driving by alcohol and drugs, and speeding. This

activity called “Le pouvoir de tout changer” is aimed at grade 12 students. It includes educational kits for teachers and counsellors, a 21-minute DVD, a poster, some statistics on collisions involving young drivers, a postcard and the lyrics of a song composed by a young man. The activity is based on the principle of having youth talking to youth in order to make them realize that they have the power to change the course of things.

- *Highlight the costs associated with drinking and driving.*

On the SAAQ's website a page addresses costs associated with an alcohol-impaired driving offence. This information is also highlighted in press releases on drinking and driving.

- *Target/personalize educational campaigns for different audiences.*
- Youth

In 2008, a multimedia campaign on drinking and driving (TV, radio, posters) was held. The objective of that campaign was to make young people ages 16 to 24 aware that impaired driving can have dramatic consequences, as much for friends and family of the victims as for the victims themselves. The SAAQ rebroadcast a 60-second version of a TV commercial, a 30-second radio commercial and put a micro site online.

- **Drivers age 35-45**

In the spring of 2009, a new SAAQ TV advertising campaign was broadcast to dispel a popular belief often perpetuated by the media to the effect that alcohol-impaired driving offences and accidents primarily involve repeat offenders. This belief reinforces the thinking of drivers who take “just” a little alcohol before driving because they are not at risk. The message was getting these drivers to realize that they are part of the problem, as the majority (70%) of convictions for drunk driving in Québec are the result of a first offence. Statistics clearly show that 80% of drivers involved in accidents caused by impaired driving are first-time offenders. Repeat offenders represent 30% of convictions and multiple offenders are a marginal group (in Québec, out of nearly 5 million licence holders only 12 drivers had more than 8 alcohol-related offences in 2008). By focusing on repeat offenders, the media draw attention away from impaired driving. To counter this, the SAAQ used a direct and simple message by asking: How about you? Do you drive after having a few drinks?

- **Other awareness activity – general public:**

In the fall, the SAAQ prepared and broadcast 37 60-second vignettes on the TVA network. These featured testimonials from road crash victims to raise awareness of the consequences of road accidents and show that accidents affect a lot of people. The broadcast of the testimonials culminated in a special one-hour show that was presented on November 18, 2009 for the National Day of Remembrance for Road Crash Victims. The show was watched by approximately 1 million people.

- Drug impaired driving

In 2007, the SAAQ produced a folder entitled “Drugs and Driving: Warning: Risky Behaviour!” intended to make young drivers aware of the effects of drugs on driving.

The Cannabis and driving project has been ongoing since 2005. A number of actions were implemented as part of the project (folders, posters, quiz, awareness raising, etc.).

The SAAQ added an item on drugs and driving to its Web site. In addition, links were created with the Ministère de la Santé et des Services sociaux's “Dépendances” site on impaired driving.

- Road safety intervention program for business firms

In 2004, the SAAQ implemented a road safety intervention program for business firms that consisted of impaired driving awareness activities (stand, conference and training). The program's objectives are: informing workers of the risks associated with drinking and driving, promoting safe driving behaviour, and using workers to relay the information and reinforce the messages. Over 20 firms were visited as part of the program, including Bombardier, Alcan and Air Canada.

The road safety intervention program continued in 2005. Since its inception, over 4,000 workers have visited the information and awareness-building kiosk on impaired driving.

A conference on impaired driving was also tailored to meet the needs of certain business firms. It is now available in the form of a quiz emceed by a SAAQ representative and a police officer.

The information kit titled "Party en toute sécurité!" meant for the host of an evening to make partying safe is given to the representatives of the firms visited as part of the program.

In 2006, 2007 and 2008, road safety awareness for business firms continued across the province.

- Pot at the wheel – Raising the awareness of young people

During the winter of 2005, the SAAQ participated in a pilot project initiated by the Association des intervenants en toxicomanie (AITQ).

Financed by Health Canada, this project is intended to make young people of ages 16 to 25 in the Montérégie region aware of the effects of smoking pot on driving. Several tools were developed for that purpose, including a 16-page folder, a poster and a quiz. Workshops were held in a number of the region's secondary schools, and stands were put up in general and vocational colleges (CEGEPs). The campaign's slogan is "*Si t'en roules un, roule pas l'autre.*" / "*Take the wheel or take a toke: but not both*".

In the fall of 2005, the AITQ obtained funding to launch phase 2 of the project, which is to raise awareness among young people across the province. To that end, a training guide intended for resource people was developed. The SAAQ provided input into the guide's contents by producing information related to road safety. It will also take part in the training tour held from March to September 2006 that consists of one day sessions.

In 2007 and 2008, the SAAQ continued to produce the leaflet developed by AITQ "*Take the wheel or take a toke: but not both*". This leaflet is distributed by different partners including police agencies.

- Driving services

The SAAQ has been the major sponsor of Operation Red Nose, an operation that is held once a year during the Holiday Season. **Since 2000**, the SAAQ has invested more than **\$8.6 million** in this volunteer driving service. Some **54,569 persons** were driven home in 2009 alone. In 2008, the SAAQ signed a \$2 million commitment to Operation Red Nose for the next five years.

The SAAQ was honorary chair of Operation Red Nose's 26th edition. A special recruiting activity was organized to invite the SAAQ's partners and employees to volunteer for the event. Moreover, the SAAQ sponsors several local driver services so as to support their marketing efforts.

◆ Role of Policing

- *Train and encourage more police officers to develop Drug Recognition Experts (DREs) and more use of the Field Sobriety Tests (FSTs).*

The Ministère de la Sécurité publique du Québec will ensure provincial coordination of the DRE program. DRE and FSTs training has begun at the École nationale de police du Québec.

- *Streamline procedures for processing drinking drivers.*

(No activity)

- *Encourage officers to lay more criminal charges rather than 24-hour suspensions.*

In Québec, there are no 24-hour suspensions. However, the SAAQ will implement a short-term administrative suspension for drivers who fail standard sobriety tests where they are suspected of taking drugs.

- *Lobby for increased police resources to help increase the perceived risk of apprehension.*

All through the year police services collaborated to intensify their presence on the provinces highways among other things. Several operations took place, including Operation Impact in the fall of 2008, which focused on alcohol-impaired drivers.

- *Encourage police to use passive sensors as an aid for investigating drinking drivers.*

(No activity)

◆ Policy/Legislative Initiatives

- *Record and track roadside administrative license suspensions on the driver record.*

Since December 1997, anyone who is over .08 or refuses to provide a breath sample has an administrative suspension, which is entered on his driver record.

- *Make it an offence to refuse a Field Sobriety Test.*

Refusing to comply with a peace officer's request to submit to a physical coordination test under section 636.1 of the *Highway Safety Code* is an offence subject to a fine of \$200 to \$300 (section 643.1).

- *Introduce escalating sanctions based on BAC level to provincial regulations.*

(No activity)

- *Widen the search (look-back) window for drinking and driving sanctions to 10 years.*

On April 21, 2002 Québec adopted a 10-year cycle for licence suspension and minimum licence suspensions of one, three, and five years for the first, second and third or subsequent offence.

The administrative licence suspension is 90 days for a first, second and subsequent offences (formerly 15 and 30 days).

- *Introduce reduced BAC thresholds for multiple offenders.*

(No activity)

- *Take advantage of any technological innovations for enforcing drinking and driving.*

An alcohol ignition interlock program has been operative since 1997 in Québec, and new rules were introduced in 2002.

- *Table québécoise sur la sécurité routière*

The Table québécoise de la sécurité routière, or road safety task force, created in December 2005, is a permanent discussion forum for all stakeholders concerned about road safety (police, municipal authorities, government departments and others) designed to make recommendations to the Minister of Transport in a bid to improve Québec's road safety record. A first report was submitted to the Minister of Transport which inspired a number of measures contained in Bill 42.

A second report was submitted to the Minister of Transport in November 2009. Among the 27 recommendations it contained, two addressed alcohol and were introduced in Bill 71 which is studied in a parliamentary committee.

- *Bill 42*

This bill amends the *Highway Safety Code*, in particular as concerns speeding, drinking and driving, new traffic control technologies, gradual acquisition of driving privileges, the use of telephones at the wheel and speed limiters for heavy vehicles.

With respect to drinking and driving

The bill increases the immediate licence suspension period from 30 to 90 days for a driver whose blood alcohol concentration level is in excess of 80 mg of alcohol in 100 ml of blood or who refuses to provide a breath sample.

Also, the bill authorizes a peace officer to immediately seize, for 30 days, a road vehicle driven by a person whose blood alcohol concentration level is in excess of 160 mg of alcohol in 100 ml of blood, who refuses to give a breath sample, or whose blood alcohol concentration level is in excess of 80 mg of alcohol in 100 ml of blood and whose licence was cancelled during the 10 preceding years for the same kind of offence.

Under the bill, the licence of a driver found guilty under the *Criminal Code* and whose blood alcohol concentration level at the time of the offence was in excess of 160 mg in 100 ml of blood or who refused to provide a breath sample is cancelled for an additional period of up to 5 years. It also makes provision for cases in which a vehicle must be equipped with an alcohol ignition interlock device. That condition may be imposed for life if the driver is found guilty within 10 years for a second offence of refusing to provide a breath sample or for a second alcohol-related offence while having a blood alcohol concentration level at the time of each offence in excess of 160 mg.

Lastly, the bill allows individuals to enter the SAAQ's ignition interlock program on a voluntary basis.

These measures were adopted in December 2007. Some of these measures came into effect December 7, 2008 and others came into effect December 6, 2009.

- *Bill 55*

A bill was introduced in November 2007, which included amendments to authorize peace officers to intervene in situations involving impaired driving, no matter what the cause, and to give drivers who fail the physical coordination tests provided by the *Criminal Code* a 24-hour suspension. Bill 55 was assented to on

June 12, 2008. The provisions will come into effect by order in council.

- **Bill 71**

This bill was introduced in November 2009 and it contains two provisions related to drinking and driving.

- **an immediate 24-hour licence suspension for drivers not under a complete alcohol prohibition whose blood alcohol concentration is between 50 and 80 mg of alcohol in 100 ml of blood**
- **zero alcohol rule for drivers aged 21 or under.**

◆ **Health Promotion**

- *Introduce mandatory assessment/rehabilitation programs and a timely follow up.*

Mandatory assessment for drinking-driving offenders has been in place since December 1997. Since then, anyone convicted of a second or subsequent offence for driving while impaired by alcohol or drugs may be required to undergo a behavioural assessment.

Assessment for first-time offenders was introduced in April 2002. So, since April 2002 persons convicted for the first time over a 10-year period of driving while impaired by alcohol or a drug, or found to have more than 80 mg of alcohol per 100 ml in their blood are required to undergo a summary assessment. A summary assessment establishes whether the person's behaviour in relation to alcohol and/or drugs is consistent with the safe operation of a motor vehicle.

◆ **Linkages**

- *Representatives from the medical and injury prevention fields and other appropriate stakeholder agencies should be encouraged to become more involved in STRID.*

See text above.

- *Linkages with the enforcement and justice communities should be strengthened.*

Whenever the SAAQ intends to revise its strategy or modify its laws, it works with enforcement, justice and health representatives. This gives credibility to the process as well as interesting and workable options.

Since 2002, the SAAQ offers information sessions designed to keep players from the justice community well informed.

◆ **Other Activities**

- *Introduce/develop other new initiatives/programs not described above but relevant to STRID 2010.*

(None)

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NEW BRUNSWICK

STRID 2010: IMPAIRED DRIVING INITIATIVES IN 2009

◆ Education and Awareness

- *Educate police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences.*
 - Representatives of the RCMP and municipal/regional police forces are active members of the New Brunswick Highway Safety Committee.
 - The NB Association of Chiefs of Police has a Traffic Safety sub-committee through which they coordinate joint-force activities.
- *Implement and maintain awareness programs in schools from an early stage (i.e., kindergarten through Grade 12) with appropriately targeted messaging.*
 - TADD groups in many New Brunswick high schools deliver “Don’t Drink and Drive” messages. Most high schools have a Safe Grad Program as well.
- *Highlight the costs associated with drinking and driving.*
 - Information brochure on the consequences of drinking and driving by stakeholder groups including police and Alcohol NB Liquor.
- *Target/personalize educational campaigns for different audiences.*
 - The Department of Public Safety launched a public awareness television campaign on drinking and driving in December of 2008. **The Be Safe and Sound – Drinking and Driving Doesn’t add up Campaign was continued in 2009.**

- Various service groups are involved in several communities to deliver Operation Red Nose (ORN), which is a free chauffeur service offered to motorists who have consumed alcohol or who are too tired to drive during the month of December.

◆ Role of Policing

- *Train and encourage more police officers to develop Drug Recognition Experts (DREs) and more use of the Field Sobriety Tests (FSTs).*

- No Activity

- *Streamline procedures for processing drinking drivers.*

(No activity)

- *Encourage officers to lay more criminal charges rather than 24-hour suspensions.*

- Not an issue in New Brunswick.

- *Lobby for increased police resources to help increase the perceived risk of apprehension.*

- This is ongoing by the RCMP in New Brunswick.

- *Encourage police to use passive sensors as an aid for investigating drinking drivers.*

- Police in New Brunswick use roadside screening devices.

- *Other*

- Various police agencies work with local stakeholders and the N.B. Injury Prevention Coalition on driver safety issues, including impaired driving.

◆ Policy / Legislative Initiatives

- In 2008 previous legislation authorizing an Alcohol Ignition Interlock program was implemented. In 2008 an Administrative Licence Suspension Program was also implemented and enhanced authority for police officers to perform standard field sobriety tests.

- June 2009 legislation mandating a 0% BAC for all drivers under the age of 21 was implemented.
- *Record and track roadside administrative license suspensions on the driver record.*
 - A 3-month administrative licence suspension for individuals charged with impaired driving was implemented.
 - The province is considering changes to the lower-BAC 24-hour roadside suspension.
- *Make it an offence to refuse a Field Sobriety Test.*
 - Legislation giving police the authority to conduct standard field sobriety tests was implemented in 2008.
- *Introduce escalating sanctions based on BAC level to provincial regulations.*
 - (No activity)
- *Widen the search (look-back) window for drinking and driving sanctions to 10 years.*
 - In 2001, the look-back window was increased from 3 years to 5 years.
- *Introduce reduced BAC thresholds for multiple offenders.*
 - (No activity)
- *Take advantage of any technological innovations for enforcing drinking and driving.*
 - Legislation on Ignition Interlock was implemented in 2008.

◆ **Health Promotion**

- *Introduce mandatory assessment/rehabilitation programs and a timely follow up.*

- In 1991 New Brunswick was one of the first jurisdictions to implement mandatory re-education courses for impaired drivers. There is a three-hour course for those with a first conviction and a weekend course for those with a second conviction.
- *Other*
 - (No activity)

◆ Linkages

- *Representatives from the medical and injury prevention fields and other appropriate stakeholder agencies should be encouraged to become more involved in STRID.*
 - The chairperson of the New Brunswick Injury Prevention Coalition (NBIPC) sits on the New Brunswick Highway Safety Committee. The Department of Public Safety has a representative on the NBIPC.
- *Linkages with the enforcement and justice communities should be strengthened.*
 - Representatives from both the RCMP and some municipal police forces sit on the New Brunswick Highway Safety Committee which meets every second month to discuss strategies to meet Road Safety Vision 2010 targets.

◆ Other Activities

- *Introduce/develop other new initiatives/programs not described above but relevant to STRID 2010.*
 - New Brunswick introduced legislation under the Motor Vehicle Act in November 2001 increasing the driver's licence suspension periods for alcohol related convictions under the Criminal Code of Canada. The licence suspension periods was increased from 6 months to one (1) year for first-time convictions, from 1 year to 3 for second time convictions within 5 years, and from 1 year to 5 years for third and subsequent convictions within 5 years.

NOVA SCOTIA

STRID 2010: IMPAIRED DRIVING INITIATIVES IN 2009

◆ Education and Awareness

- *Educate police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences.*

Education is done through correspondence to agencies on new legislation and initiatives as well as the involvement of stakeholders through the Provincial Road Safety Advisory Committee.

In, **2007** the Deputy Ministers responsible for road safety consulted with RCMP and municipal chiefs regarding the issue of drinking and driving. A number of initiatives resulted from this consultation including the creation of a 12 month Integrated Impaired Driving Enforcement Pilot Project (RCMP Bridgewater and Kentville Police Service Traffic Enforcement) focusing on impaired drivers, speed and occupant restraint. This pilot project has recently been completed and approved as a permanent Integrated Impaired Driving Enforcement. The Province also approved plans to develop training curriculum targeting police on the issue of drinking and driving **(the curriculum for police related to impaired driving is the Standardized Field Sobriety Test course which is not agency specific and sets out a framework for conducting an impaired driving investigation with an emphasis on notable observations of impairment and the importance of proper articulation of evidence)**, as well as **The Drug Recognition Expert (DRE) Program**. These initiatives are part of an Impaired Driving Sub-Strategy.

The success of this Pilot Project led to the Provincial Government providing additional funding to support the formation of a second Integrated Impaired Driving Enforcement team in the North East Nova District of the Province. **There is presently no approval for a second unit and it is unlikely there will be a second unit in the foreseeable future.**

- *Implement and maintain awareness programs in schools from an early stage (i.e., kindergarten through Grade 12) with appropriately targeted messaging.*

The RCMP have implemented a program called “Fatal Vision Goggles”. Students put on a pair of “beer goggles” that impair vision, coordination and response time as alcohol **might affect people at 3 different blood alcohol levels**. The students then get behind the wheel of a golf cart and **attempt** to navigate a driving course **safely**.

In 2008 Nova Scotia Health Promotion and the Emergency Health Services Branch of the Department of Health continued delivering the PARTY Program. This program uses high quality DVD presentations and interactive exercises. The DVDs were produced by the television show Street Cents, and the interactive exercises were developed by the Health Education Faculty at Dalhousie University in cooperation with the Nova Scotia Department of Education.

Work is underway to modify the PARTY resource further to suit the needs of higher risk youth who have been charged with possession of alcohol or other drugs, or have been admitted into a substance abuse treatment program - all these youth may be at higher risk for driving while impaired. **Some post-PARTY booster material has been piloted with some youth, but nothing has been implemented at this time. PARTY was successfully modified to better suit a conversation about driving while high and that has been going very well. Additional work is being done to bring the No Regrets program to PARTY schools (15 at present).**

In 2007 Nova Scotia Health Promotion Addiction Services, in partnership with the Nova Scotia Department of Education revised the drug education supplement for the provincial Grades 7-9 Health/Personal Development and Relationships curriculum. The new supplement has a special emphasis on preventing and/or delaying alcohol and cannabis use, enhancing students’ understanding of the harms and consequences relating to these substances, and developing skills to respond to high-risk situations involving these substances. The supplement was field tested in 2006, with full implementation scheduled in 2007.

- *Highlight the costs associated with drinking and driving.*

These costs are highlighted by means of press releases, PSA messages, and statistical information on the government web site.

- *Target/personalize educational campaigns for different audiences.*

Police agencies work in partnership with other government and non-government agencies to promote awareness and also conduct their own public awareness programs through schools, checkpoints and provision educational material.

- Strategic Communications

Police agencies conduct their own educational programs in the schools, with seniors groups and other agencies, departments and private sector groups.

- *Other*

Updated forms and written correspondence are sent to all policing agencies as new legislation or regulation becomes enacted. Departmental Information sessions with Policing Services take place on an ongoing basis.

The Department of Justice in partnership with Municipal Police, RCMP and Military Police continue to work with other key government agencies and departments to ensure information sharing; especially in relation to legislative changes, amendments to the MVA and other vital information. We strive to ensure continuity and input from all key stakeholders.

◆ Role of Policing

- *Train and encourage more police agencies **to invest in training of officers as Drug Recognition Experts (DREs) and increase the number of frontline officers trained to conduct Standardized Field Sobriety Testing at roadside.***

The Province of Nova Scotia plans to dedicate more funds to **support the Drug Recognition Expert and Standardized Field Sobriety Test programs** in 2010 (approved through a Memorandum to Cabinet). Training for DRE **is ongoing and there are presently 225 police officers trained to conduct Standardized Field Sobriety Testing, 51 trained to conduct DRE evaluations, with more courses planned in 2010. The number of DREs is just short of the level recommended by the Canadian Centre of Substance Abuse and the DRE to population ratio in Nova Scotia is presently higher than any other province/territory in Canada.**

- *Streamline procedures for processing drinking drivers.*

New reporting forms (Administrative Licence Suspension) and information packages were developed and are now in use by the police.

The Road Safety Advisory Committee (RSAC) reviewed the CCMTA recommendations regarding the Low BAC. A decision regarding RSAC recommendations on the Low BAC should be forthcoming in 2008.

(legislation to be enacted to increase 24 hour suspensions to 7 days for a first offence, with increases for subsequent 50-80mg% blood alcohol readings within a 10 year window)

- *Encourage officers to lay more criminal charges rather than 24-hour suspensions*
- *Lobby for increased police resources to help increase the perceived risk of apprehension.*

The government announced a commitment to support 250 new police officers in the province in 2006. Eighty police officers were hired in 2007 and seventy police officers were hired in 2008.

- *Encourage police to use passive sensors as an aid for investigating drinking drivers.*
- ***As this may require a change to federal legislation regarding the Charter of Rights, there is no current movement to do this at this time.***
- *Other*

Municipal Police and RCMP have now established integrated and dedicated traffic units which address enforcement, have input on various road safety committees, and conduct education and awareness programs as well as traffic checkpoints.

Police agencies (Municipal and RCMP) continue to educate the public through road safety initiatives such as Operation Christmas. This public awareness program addresses impaired driving and educates the public as to the effects and consequences of driving while impaired.

Police agencies participate in a calendar year of checkpoint with an education and awareness focus. These checkpoints address issues such

as motorcycle/bicycle and helmet safety, driver inattention and speeding, occupant restraints and impaired driving. We provide hand out material as well as public education throughout the various checkpoints. Police also follow up with individual departmental enforcement initiatives.

The RCMP supports the T.I.D.E. (Targeting Impaired Driving Everywhere) initiative.

In December 2007, a new integrated enforcement pilot was launched in the South West region of the province targeting drinking and driving, speed and seatbelts. This project was evaluated in 2008 to determine its impact. It currently continues working within the province.

The evaluation of this Pilot Project shows significant increase in the apprehension of impaired drivers in the South West Nova District. **Statistics from 2009 show (92) impaired drivers charged, (152) suspended licenses, and (236) vehicles impounded.** These numbers shows the success of this project and what can be accomplished when a team is focused on a high risk activity as impaired driving.

◆ Policy/Legislative Initiatives 2008

- *Enhanced legislation to allow the introduction of an alcohol ignition interlock program*

The current Ignition Interlock Program in Nova Scotia was implemented in 2008.

- *Record and track roadside administrative license suspensions on the driver record.*
- **A method to record and track administrative license suspensions on driver's abstracts for review purposes is currently under development.**
- *Make it an offence to refuse a **Standardized Field Sobriety Test demand***
- **Currently an offence under the Criminal Code. The Province is looking to make amendments to the MVA so that refusal/failure to comply with a lawful demand to participate in Standardized Field Sobriety Tests or a drug evaluation by a certified Drug Recognition Expert will result in a 90 day administrative suspension, as will a charge of impaired driving by drugs (or a combination of drugs and alcohol) when there are grounds for the evaluating officer to**

reasonably believe that the driver's ability to operate a motor vehicle is impaired by drugs or a combination of drugs and alcohol)

- *Introduce escalating sanctions based on BAC level to provincial regulations.*

The Road Safety Advisory Committee (RSAC) reviewed the CCMTA recommendations regarding the Lower BAC. A decision regarding RSAC's recommendations on the Lower BAC was recommended to government in 2008. Legislation regarding Lower BAC was passed, but not proclaimed in 2009, with implementation anticipated in 2010.

- *Widen the search (look-back) window for drinking and driving sanctions to 10 years.*

This legislation is already in place.

- *Introduce reduced BAC thresholds for multiple offenders.*

The Road Safety Advisory Committee (RSAC) reviewed the CCMTA recommendations regarding the Lower BAC. After review this was not put forward as a recommendation at this time.

- *Take advantage of any technological innovations for enforcing drinking and driving.*

As of 2010, the national DEC Program no longer provides funding for Standardized Field Sobriety Test training. As such, these costs are borne by the hosting agency. Costs for course supplies, instructor travel, accommodations, meals etc are the sole responsibility of the hosting agency. There are 5-7 instructors for each course, in keeping with the IACP training standards.

◆ Health Promotion

- *Introduce mandatory assessment/rehabilitation programs and a timely follow up.*

In Nova Scotia Driving While Impaired programs are legislated as part of the Motor Vehicle Act. These DWI programs are offered throughout the province and are guided by provincial Addiction Services standards and best practices.

- *Other*

Nova Scotia Health Promotion

Road safety is one of the priority areas for the Nova Scotia Injury Prevention Strategy.

Addiction Services has initiated an evidenced-based provincial alcohol strategy to reduce high-risk alcohol use and alcohol-related harm in Nova Scotia. The strategy focuses on challenging and changing the culture of drinking in Nova Scotia. The strategy features five inter-related key directions, each highlighting specific initiatives supported in the best practice literature. These key directions include:

- 1) Community Capacity and Partnership Building
- 2) Communication and Social Marketing
- 3) Strengthening Prevention, Early Intervention, and Treatment
- 4) Healthy Public Policy
- 5) Research and Evaluation

◆ **Linkages**

- *Representatives from the medical and injury prevention fields and other appropriate stakeholder agencies should be encouraged to become more involved in STRID.*

Representatives from other agencies are currently involved through representation on the Road Safety Advisory Committee (RSAC). This committee includes representation from Injury Free Nova Scotia, **Safety Services Nova Scotia**, and Child Safety Link.

The RSAC Deputy Minister's Advisory Committee represents an interdepartmental initiative with linkages across a number of government departments and stakeholders outside of government. The RSAC Advisory Committee includes the Deputy Minister of Transportation and Infrastructure Renewal, the Deputy Minister of Health Promotion and Protection, the Deputy Minister of Justice, and the Deputy Minister of Service Nova Scotia and Municipal Relations.

The RCMP has agreed to enhance the linkages with MADD. New cooperative initiatives will be developed and launched in Nova Scotia.

The Provincial Impaired Driving Countermeasures Coordinator works closely with MADD on a number of initiatives on an ongoing basis.

- *Linkages with the enforcement and justice communities should be strengthened.*

The Road Safety Advisory Committee includes representation from the RCMP and from Municipal Police Agencies.

The Department of Justice leads a committee called the Ministers Traffic Forum. This Forum includes representation from the RCMP and Municipal Police Agencies.

◆ **Other Activities**

- *Introduce/develop other new initiatives/programs not described above but relevant to STRID 2010.*

Communication advisors with the Departments of Justice, Transportation and Public Works, Service Nova Scotia and Municipal Relations and the Department of Health Promotion and Protection are working together through the Provincial Road Safety Advisory Committee to coordinate alcohol initiatives, blitzes to raise awareness of the problem of drinking and driving.

Work is ongoing on the Collision Information Management System to further enhance data collection and analysis to assist in drinking and driving initiatives in the Province.

A major campaign titled "Operation Christmas" with an impaired driving theme has been taking place annually in December 2005 to address the drinking and driving problem.

PRINCE EDWARD ISLAND

STRID 2010: IMPAIRED DRIVING INITIATIVES in 2009

◆ Education and Awareness

- *Educate police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences.*

Ongoing checkpoints throughout PEI include Highway Safety Officers, RCMP and municipal police.

The 2010 Workplan was provided to police agencies. Briefs were given on legislative proposal changes.

All units of RCMP currently have officers trained in the Digital Roadside Screening Devices. There is ongoing internal training by police agencies to educate their members and improve awareness.

Impaired Driving Committee formed to explore issues on impaired driving. Members will include Department of Transportation **and Infrastructure Renewal**, Office of the Attorney General, Department of Health, Department of Education, Medical Society of PEI, and law enforcement officers.

MADD continues the White Cross Program and the Ribbon Campaign.

- *Implement and maintain awareness programs in schools from an early stage (i.e., kindergarten through Grade 12) with appropriately targeted messaging.*
 - SADD (Students Against Drinking and Driving) was active in all high schools in the province. The Liquor Bag Project was carried out in all of the elementary schools.
 - Provincial SADD Conference is held yearly within the province
 - Safe Grad Campaign addressing the consequences of drinking and driving at graduation parties

- PARTY Program (Prevent Alcohol and Risk-related Trauma in Youth) has been implemented in many high schools around the province.
 - DARE - Municipal Police introduced the highly acclaimed Drug Abuse Resistance Education to local school classes. The program is designed to teach students the facts about tobacco, marijuana and alcohol.
- CYAID – Canadian Youth Against Impaired Driving - PEI hosted the national conference in May 2009

- *Highlight the costs associated with drinking and driving.*

Alex Poole, a quadriplegic hired by the Province continues to deliver a presentation on drinking and driving to Driver Education and Novice Drivers Courses, highlighting the impact that impaired driving has in the province.

- *Target/personalize educational campaigns for different audiences.*

The Graduated Drivers Licensing Program for new drivers has been strengthened. The Province recently completed a public education campaign in conjunction with the Insurance Bureau of Canada. Police work in partnership to promote awareness programs throughout schools in the province.

Sign Program displaying different safety messages throughout the year.

“55 Alive Program” sponsored by the Department of Transportation and **Infrastructure Renewal** and Highway Safety delivered to seniors within the province **in both English and French**. Various service groups are involved with the “Operation Red Nose” which is a free chauffeur service to drivers who have consumed alcohol and choose not to drive, usually during the month of December. “Smashed” magazines are used as handouts to all impaired driving–related courses.

- *Other*

Highway Safety brochures and pamphlets are delivered to all Access Sites across the province. Changes to our Highway Safety Act and updated forms are sent to all policing agencies as new legislation or regulations become enacted.

◆ Role of Policing

Train and encourage more police officers to develop drug recognition experts (DREs) and more use of the field sobriety tests.

- *Currently, **a number** of RCMP and municipal police officers have been trained as instructors for the use of Standard Field Sobriety Tests (SFSTs.)*

Two Drug Recognition Expert (DRE) officers were trained as instructors to help identify drug-impaired drivers. Three police officers are trained as DRE and additional training is ongoing.

- *Streamline procedures for processing drinking drivers.*

Such initiatives are presently under discussion.

- *Encourage officers to lay more criminal charges rather than 24-hour suspensions.*

The Prince Edward Island Chiefs of Police Association made this a priority and lay both criminal charges and 24-hour suspensions as required.

- *Lobby for increased police resources to help increase the perceived risk of apprehension.*

RCMP Traffic Services in Prince Edward Island have increased the number of dedicated traffic units in an effort to meet 2010 safety targets.

- *Encourage police to use passive sensors as an aid for investigating drinking drivers.*

The use of passive sensors is currently being used by PEI RCMP, and municipal police.

- *Other*

Highway Safety Enforcement Officers partnered with RCMP and municipal police to enforce a more aggressive stop check program. These checkpoints address driver inattention, speeding, occupant restraint, and impaired driving.

◆ Policy/Legislative Initiatives

- *Record and track roadside administrative license suspensions on the driver record.*

Prince Edward Island currently records administrative licence suspensions on the driving record.

- *Make it an offence to refuse a Field Sobriety Test.*

Under consideration

Yes, currently being implemented under Criminal Code section 254

- *Introduce escalating sanctions based on BAC level to provincial regulations.*

Province is in the process of developing and implementing legislation to address escalating sanctions for BAC. **It is under review.**

- *Widen the search (look-back) window for drinking and driving sanctions to 10 years.*

Legislation was passed in 2002.

- *Introduce reduced BAC thresholds for multiple offenders.*

Under review

- *Take advantage of any technological innovations for enforcing drinking and driving.*

An ignition interlock program was implemented December 2006. This program is administered by TIR Highway Safety and the contract provider is Guardian Interlock System Corp.

New roadside devices “Dragger Units” currently implemented and in use.

Increase in short-term suspension and mandatory Ignition Interlock Program for second plus offender.

◆ Health Promotion

- *Introduce mandatory assessment/rehabilitation programs and a timely follow up.*

Such programs are already in place, legislated as part of the Highway Traffic Act.

- *Other*

(None)

◆ Linkages

- *Representatives from the medical and injury prevention fields and other appropriate stakeholder agencies should be encouraged to become more involved in STRID.*

Stakeholder groups working together are the Provincial Impaired Driving Committee, Injury Prevention Work Group, the PEI Medical Society, and Addiction Services.

- *Linkages with the enforcement and justice communities should be strengthened.*

Such linkages are already in place with meetings of the Chiefs of Police, the Provincial Impaired Driving Committee and the Atlantic Prevention Committee.

◆ Other Activities

- *Introduce/develop other new initiatives/programs not described above but relevant to STRID 2010.*

(No activity)

NEWFOUNDLAND AND LABRADOR

STRID 2010: IMPAIRED DRIVING INITIATIVES in 2009

◆ Education and Awareness

- *Educate police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences.*

There has been continuous interaction with the police in reviewing and streamlining provincial impaired driving laws.

- *Implement and maintain awareness programs in schools from an early stage (i.e., kindergarten through Grade 12) with appropriately targeted messaging.*

(No activity)

- *Highlight the costs associated with drinking and driving.*

The direct and indirect costs of drinking and driving have been conveyed by means of radio advertising.

- *Target/personalize educational campaigns for different audiences.*

Males aged 17-40 have been targeted, although ads have been placed on a variety of stations to fit all age groups.

- *Other*

(None)

◆ Role of Policing

- *Train and encourage more police officers to develop Drug Recognition Experts (DREs) and more use of the Field Sobriety Tests (FSTs).*

The RCMP are continuing to do SFST training in Newfoundland and Labrador including members of the RNC. The RCMP are continuing their training in SFST and DRE. The RNC have also completed DRE training and have members trained and active.

- *Streamline procedures for processing drinking drivers.*

(No activity)

- *Encourage officers to lay more criminal charges rather than 24-hour suspensions.*

(No activity)

- *Lobby for increased police resources to help increase the perceived risk of apprehension.*

(No activity)

- *Encourage police to use passive sensors as an aid for investigating drinking drivers.*

This is also being looked at but requires divisional approval for police departments.

- *Other*

(No activity)

◆ **Policy/Legislative Initiatives**

- *Record and track roadside administrative license suspensions on the driver record.*

Since August 1, 2003, police officers **were** authorized to suspend the driver's licence of anyone driving with a blood alcohol content over .08 or refusing a demand for a breath sample. The suspension will last 90 days and take effect 14 days after the mandatory 24 hour suspension expires.

- *Make it an offence to refuse a Field Sobriety Test.*

(No activity)

- *Introduce escalating sanctions based on BAC level to provincial regulations.*

(No activity)

- *Widen the search (look-back) window for drinking and driving sanctions to 10 years.*

The look- back window for drinking and driving sanctions is now 10 years.

- *Introduce reduced BAC thresholds for multiple offenders.*

(No activity)

- *Take advantage of any technological innovations for enforcing drinking and driving.*

Since August 1, 2003, individuals who are convicted of an impaired driving offence under the Criminal Code of Canada can apply on a voluntary basis to participate in an Ignition Interlock Program. The installation of an ignition interlock device allows for the early reinstatement of a driver's licence after an impaired driving conviction. At a minimum, program participants will be required to have the ignition interlock device in their vehicle for the remainder of their suspension period. This time period may be extended upon review of their driving record. An ignition interlock restriction will be placed on their licence. When the restriction period is over, the participant must apply to the Registrar of Motor Vehicles to have the restriction removed. The applicant is responsible for all administrative, installation, maintenance, and removal costs for the device. Guardian Interlock Systems is the service provider for the Newfoundland and Labrador Ignition Interlock Program.

◆ Health Promotion

- *Introduce mandatory assessment/rehabilitation programs and a timely follow up.*

Such a program is already in place in Newfoundland and Labrador.

- *Other*

(None)

◆ Linkages

- *Representatives from the medical and injury prevention fields and other appropriate stakeholder agencies should be encouraged to become more involved in STRID.*

The medical section has been involved.

- *Linkages with the enforcement and justice communities should be strengthened.*

In Newfoundland, the linkages are a continuous process.

◆ Other Activities

- *Introduce/develop other new initiatives/programs not described above but relevant to STRID 2010.*

Since August 1, 2003, vehicles driven in Newfoundland and Labrador by persons apprehended for driving while their driver's licence is suspended or prohibited, are impounded for a period of 30 days.

The province has implemented a new 10 year suspension for any driver convicted of impaired driving causing bodily harm with the possibility of a review of the suspension period upon application by the individual after 5 years; and has also implemented lifetime suspension, for any driver convicted of impaired driving causing death with the possibility for a review of the suspension period upon application by the individual after 10 years.

NORTHWEST TERRITORIES

STRID 2010: IMPAIRED DRIVING INITIATIVES in 2009

◆ Education and Awareness

- *Educate police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences.*

Chair the NWT Enforcement Task Force - Regular meetings with the RCMP and Municipal Enforcement to discuss motor vehicle issues, including impaired driving.

- *Implement and maintain awareness programs in schools from an early stage (i.e., kindergarten through Grade 12) with appropriately targeted messaging.*

Drive Alive! road safety campaign will have components related to impaired driving aimed at youth.

Provide monetary support for SADD, which carries out annual programs in schools.

- *Highlight the costs associated with drinking and driving.*

Began work on designing a poster that will outline the costs in dollar amounts to the driver of an impaired driving charge and conviction.

- *Target/personalize educational campaigns for different audiences.*

Drive Alive! road safety campaign will have components related to impaired driving aimed at specific audiences.

- *Other*

(None)

◆ Role of Policing

- *Train and encourage more police officers to develop Drug Recognition Experts (DREs) and more use of the Field Sobriety Tests (FSTs).*

The RCMP have conducted training in DRE, resulting in more trained officers in the north.

- *Streamline procedures for processing drinking drivers.*

DOT purchased ten approved screening devices for the RCMP to be used in the north. The challenge in the smaller communities in the north is the distance needed to travel to a Breathalyzer. Providing roadside screening devices makes it easier for the officers to carry out their duties.

- *Encourage officers to lay more criminal charges rather than 24-hour suspensions.*

We are working with the RCMP through the NWT Enforcement Task Force to highlight best practices and approaches when dealing with impaired drivers in the north.

The NWT Enforcement Task Force was instrumental in having an amendment to the Summary Convictions Procedures Act put before the legislature on November 2, 2009. The amendment removed the requirement to hold a trial for someone who was charged with a territorial offence and does not appear in court. The law received assent on February 26, 2010.

- *Lobby for increased police resources to help increase the perceived risk of apprehension.*

DOT purchased ten approved screening devices for the RCMP. Because of this purchase, the RCMP have trained more officers in the north on the screening device.

- *Encourage police to use passive sensors as an aid for investigating drinking drivers.*

(No activity)

- *Other*

NWT Enforcement Task Force - Through our regular meetings with the RCMP and Municipal Enforcement, we discuss the role of policing with respect to motor vehicle issues. Joint initiatives with the RCMP have been developed as part of our Drive Alive campaigns.

◆ Policy/Legislative Initiatives

- *Record and track roadside administrative license suspensions on the driver record.*

Roadside administrative licence suspensions have been recorded and tracked on the driver record since December 1, 2004.

- *Make it an offence to refuse a Field Sobriety Test.*

Since December 2004, the Motor Vehicles Act provides for a 90-day administrative licence suspension where a driver refuses a demand by a Peace Officer pursuant to section 254 the Criminal Code.

- *Introduce escalating sanctions based on BAC level to provincial regulations.*

Since December 2004, the Motor Vehicles Act provides for escalating sanctions based on BAC level.

- *Widen the search (look-back) window for drinking and driving sanctions to 10 years.*

Amendments to the Northwest Territories Motor Vehicles Act widened the search window to 10 years. This came into effect in December 2004.

- *Introduce reduced BAC thresholds for multiple offenders.*

This was implemented in December 2004 and imposes a zero BAC condition on all drivers' licenses reinstated after a 90 day Administrative Licence Suspension for a period of two years.

- *Take advantage of any technological innovations for enforcing drinking and driving.*

We continue to investigate the use of ignition interlock devices in the north.

◆ Health Promotion

- *Introduce mandatory assessment/rehabilitation programs and a timely follow up.*

Since December 1, 2004, the Motor Vehicles Act permits the Registrar to impose an alcohol dependency assessment and to require a person to complete rehabilitation programs to be eligible for licence reinstatement.

- *Other*

(None)

◆ Linkages

- *Representatives from the medical and injury prevention fields and other appropriate stakeholder agencies should be encouraged to become more involved in STRID.*

(No activity)

- *Linkages with the enforcement and justice communities should be strengthened.*

We are involved with the Department of Justice on the federal proposal to permit random breath tests.

◆ Other Activities

- *Introduce/develop other new initiatives/programs not described above but relevant to STRID 2010.*

We have introduced a high risk driver program with progressive discipline. A hearing is held by the Deputy Registrars with a problem driver to determine if any subsequent action is required. Such action can be monitoring, suspension, pass the written and /or driving tests, or follow up hearings.

YUKON

STRID 2010: IMPAIRED DRIVING INITIATIVES In 2009

◆ **Education and Awareness**

- *Educate police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences.*

The RCMP traffic unit in Yukon is in regular communication with Highways and Public Works staff on road safety promotions and initiatives.

Regular communications with judiciary on related MV drinking and driving legislation.

- *Implement and maintain awareness programs in schools from an early stage (i.e., kindergarten through Grade 12) with appropriately targeted messaging.*

The P.A.R.T.Y. (Prevent Alcohol and Risk Related Trauma in Youth) Program is injury prevention, harm reduction program aimed at grade 9/10 students in the Yukon. It is a day long field trip to the Whitehorse General Hospital where the students are exposed to the consequences of risk related behaviours such as drinking and driving, drug use, not using seatbelts, driving recklessly, not wearing the protective gear and risk management. The students follow the painful journey of an "incident" victim from pre-hospital care through to rehabilitation, and sometimes even death.

Department of Community Services, Graduated Driver Licence Coordinator, conducts annual visits to the high schools to address the students on GDL requirements and zero tolerance restrictions for alcohol/drug use when driving.

Our local MADD chapter is also continuing to raise awareness and providing support to our schools.

- *Highlight the costs associated with drinking and driving.*

(No activity)

- *Target/personalize educational campaigns for different audiences.*

"Celebration" drinkers are targeted during Rendezvous (a festival held in February) as well as over the Christmas season. **Transport Services continues to partner with Yukon Liquor Corporation on this advertising.**

This is the second year of collaboration with Yukon Film Society to offer a student mentorship program that teaches students the art of film-making as they work to develop a short 'anti-drinking and driving' film targeting youth during grad. Teachers at all three Whitehorse high schools have been involved in the effort, and funding partnership has been received from the RCMP.

Transport Services Branch collaborated with the local and national MADD chapters as well as the RCMP to develop and distribute a rack card instructing drivers to call 911 if they see an impaired driver. Cards are being distributed territory-wide through MADD and partner groups such as Motor Vehicles Branch of the Department of Community Services.

Other

Yukon's "Impaired Driving Prevention Coalition" (represented by various government and non-government members) continues to meet on a regular basis to focus on STRID initiatives, public education and awareness, intervention/prevention and enforcement with appropriate messaging to target audiences, identifying future plans and strategies as well as establishing a more unified approach when dealing with impairment. **The team is currently in the process of developing a targeted social marketing campaign for youth in a rural community.**

◆ **Role of Policing**

- *Train and encourage more police officers to develop Drug Recognition Experts (DREs) and more use of the Field Sobriety Tests (FSTs).*

More than 23 officers are currently trained and able to perform FSTs. There are currently no RCMP members trained as DRE's in the Territory.

- *Streamline procedures for processing drinking drivers.*

(No activity)

- *Encourage officers to lay more criminal charges rather than 24-hour suspensions.*

There is an ongoing dialogue with the RCMP on this issue.

- *Lobby for increased police resources to help increase the perceived risk of apprehension.*

Transport Services continues to lobby local RCMP for more resources in the area of highway traffic division

- *Encourage police to use passive sensors as an aid for investigating drinking drivers.*

Under review for legislative change

- *Other*

(None)

◆ **Policy/Legislative Initiatives**

- *Record and track roadside administrative license suspensions on the driver record.*

Both administrative licence suspensions and 24-hour suspensions are currently recorded on the driving record.

- *Make it an offence to refuse a Field Sobriety Test.*

Our jurisdiction is continuing to review this issue.

- *Introduce escalating sanctions based on BAC level to provincial regulations.*

Vehicles are now impounded for twice their normal term when the driver has a BAC level that is double the legal limit.

- *Widen the search (look-back) window for drinking and driving sanctions to 10 years.*

(No activity)

- *Introduce reduced BAC thresholds for multiple offenders.*

Yukon's Driver Control Board has had this program in place for several years. An applicant to the program must have a 0 BAC level for the duration of the 3 year probationary period.

- *Take advantage of any technological innovations for enforcing drinking and driving.*

Yukon's ignition interlock program has been in place since Sept. 2002.

◆ **Health Promotion**

- *Introduce mandatory assessment/rehabilitation programs and a timely follow up.*

Driver Control Board continues to ensure that drivers (repeat offenders, medical and Registrar referrals) are identified for further assessment and rehabilitation, as required.

An individual who has been criminally convicted of a motor vehicle related offence (**under sections 252, 253, 254,255 or 259 of the Motor Vehicles Act**) automatically has their licence suspended for a minimum of one year and must successfully complete a Remedial Driving Course and pay the appropriate fees prior to the reinstatement of their drivers licence.

◆ **Linkages**

- *Representatives from the medical and injury prevention fields and other appropriate stakeholder agencies should be encouraged to become more involved in STRID.*

As mentioned above - The Transport Services Branch of Highways and Public Works continues to lead the Impaired Driving Prevention Coalition team to deal with impaired driving issues. WCB, Youth Directorate, RCMP, MADD, Whitehorse General Hospital, and Yukon Liquor Corporation are currently participating on the committee.

A staff member of the road safety team for Transport Services Branch currently sits on the Board of the Injury Prevention Coalition of Yukon. In a recent Injury Priority Setting Exercise for the territory, Car/Truck/Van collisions and injuries were identified as the community's number one concern. Through this committee, Transport Services is creating linkages to the Yukon Medical Officer of Health, Aboriginal Health groups, Dept of Health and Social Services, Yukon College, City of Whitehorse Bylaw Services.

- *Linkages with the enforcement and justice communities should be strengthened.*

Transport Services continues to liaise with the Department of Justice to effectively relay/communicate impaired driving initiatives, though they are currently not actively participating on the Impaired Driving Prevention Coalition.

◆ **Other Activities**

- *Introduce/develop other new initiatives/programs not described above but relevant to STRID 2010.*

Not applicable at this time

DIRECTORY OF NEW PROGRAMS

ALBERTA

Program: Impaired Driving Commercial

STRID Category: Communications

Implemented: 2010

Contact Name: Jeanette Espie

Title: Trading Places - TV Commercial

Organization: Alberta Transportation

Contact Number: 780-427-6588

Synopsis: view at www.saferoads.com

ALBERTA

Program: Impaired Driving

STRID Category: Legislation

Implemented: 2009

Contact Name: Mitch Fuhr, Administrative Licensing for Drugs (and alcohol)

Organization: Alberta Transportation

Contact Number: 780-644-4576

Synopsis: view at www.atsb.alberta.ca/documents/aalsDec-09.pdf

SASKATCHEWAN

Program:

STRID Category: Education and Awareness

Implemented: December 2009

Contact Name: Shannon Eil

Title: Manager, Traffic Safety Promotion

Organization: SGI

Contact Number: 306 775 6179

Synopsis:

In 2009 Saskatchewan introduced Operation Red Nose (ORN) to one community (North Battleford). This is an intervention program designed to get inebriated people home safely during the Christmas holiday season.

Over the Christmas season North Battleford ORN had 89 dedicated volunteers and offered 145 rides, which exceeded the expectations for the first year of operation.

NOVA SCOTIA

Program: Drug Evaluation & Classification Program

STRID Category: Policing

Implemented: On-going since 2004

Contact Name: Scott D Macdonald

Title: Provincial Coordinator

Organization: DOJ/Public Safety

Contact Number: 902-722-1028

Synopsis: This program, encompasses both the Drug Recognition Expert Program (DRE) which is a tool in investigating drug impairment among drivers as well as the Standardized Field Sobriety Test program which is used to identify those drivers who may have ingested drugs or lower levels of alcohol at roadside with the ultimate goal of determining whether or not the driver should be sent on his/her way or be detained further for additional testing in order to determine if they are impaired by drugs and/or alcohol.

ACROSS NOVA SCOTIA

Program: Campaign 9-1-1

STRID Category: Education and Awareness

Implemented: December 15, 2009

Contact Name: Lindsay Lewis

Title: Communications Officer

Organization: Transportation and Infrastructure Renewal

Contact Number: (902) 424-3289

Synopsis: Campaign 911 is a nation-wide public awareness campaign, initiated by MADD Canada, to encourage and empower citizens to report suspected impaired drivers by calling 911. We ask drivers to use common sense if they suspect an impaired driver. If there is a passenger in the care that could call 911 or a safe place to pull over, we encourage drivers to do so. It is up to the discretion of the law enforcement whether they issue a ticket. We also encourage drivers to get as much information as possible about the vehicle, then pull over and call 911 when it is safe to do so.

Additionally we provide drivers with a complete list of possible signs of an impaired driver by directing them to visit the following website:

<http://www.madd.ca/campaign911.html>

ALL COUNTIES IN SOUTHWESTERN NOVA SCOTIA

Program: Integrated Impairment Drug Enforcement Unit

STRID Category: Role of Policing, Education & Awareness, Monitoring

Implemented: 2007

Contact Name: Pat Moran

Title: Corporal

Organization: RCMP

Contact Number: (902) 275-3583

Synopsis: This is a Road Safety Advisory Committee sponsored initiative which is made of 4 RCMP members, 6 RCMP cruisers, and 2 municipal members from Bridgewater and Kentville police services. The mandate for the IIDEU is impaired driving and speeding.

ACROSS NOVA SCOTIA

Program: Lower BAC

STRID Category: Policing/Legislative Initiatives, Role of Policing, Health Promotion, Education & Awareness

Implemented: In progress

Contact Name: Kent Speiran

Title: Manager, Road Safety

Organization: Transportation & infrastructure Renewal

Contact Number: (902) 424- 3510

Synopsis: Where a breath sample registers “Warn” (0.05 % to 0.08%) on a roadside alcohol screening test, the person will receive an immediate seven day suspension for the first offence, 15 days for the second, and 30 days for the third or subsequent offences. Implementing Lower BAC amendments are anticipated to reduce the economic and human costs of motor vehicle collision fatalities and injuries in Nova Scotia due to impaired driving. These amendments send a message that impaired driving is a serious incidence and the consequences of engaging in these behaviours are serious.

ACROSS NOVA SCOTIA

Program: Vehicle Impoundment

STRID Category: Role of Policing, Policy/Legislative Initiatives

Implemented: 2007/2008

Contact Name: Nick Barr

Title: Deputy Registrar

Organization: Service Nova Scotia Municipal Relations

Contact Number: (902) 424-4656

Synopsis: Amendments were intended to streamline the process on how police may seize a vehicle. The province has a rather robust vehicle seizure/impoundment program that allows law enforcement to seize/impound vehicles where the driver has committed an offence under the Motor Vehicle Act or a motor vehicle-related provision of the Criminal Code of Canada. This program complements Nova Scotia’s existing alcohol ignition interlock program & the impaired driving sub-strategy.

ACROSS NOVA SCOTIA

Program: Alcohol Ignition Interlock

STRID Category: Role of Policing, Health Promotion, Education and Awareness, Monitoring

Implemented: 2008

Contact Name: Nick Barr

Title: Deputy Registrar

Organization: Service Nova Scotia Municipal Relations

Contact Number: (902) 424-4656

Synopsis: The program is a “hybrid’ Interlock Program with voluntary and mandatory aspects depending on the seriousness of the offence and the individual offender. This hybrid model enables drivers convicted of certain offences, and under certain circumstances, to apply for the early reinstatement of their driving privileges (i.e., during the suspension/revocation period) if they have the interlock device installed in their vehicle. There is an increased fine for “driving while suspended” attached to the program of \$1,200 for a first offence.

ACROSS NOVA SCOTIA

Program: Road Safety Brochure

STRID Category: Education and Awareness, Health Promotion

Implemented: To be released March 2010

Contact Name: Lindsay Lewis

Title: Communications Officer

Organization: Transportation & Infrastructure Renewal

Contact Number: (902) 424-3289

Synopsis:

The Road Safety Brochure is scheduled for release in March 2010. The document will provide education and awareness on the following road safety issues: speeding, impairment and fatigue, occupant restraints, and distracted driving.

PRINCE EDWARD ISLAND

Program: STRID

STRID Category: Impaired Driving Initiatives

Implemented:

Contact Name: Audrey Mayhew

Title: Senior Safety Officer

Organization: Highway Safety

Contact Number: 902-368-5214

Synopsis:

NORTHWEST TERRITORIES

Program: Education

STRID Category: Impaired Driving

Implemented: Will be implemented in 2010. Began work in 2009.

Contact Name: Garry Dziwenka

Title: Senior Policy and Program Analyst

Organization: Road Licensing and Safety Division, DOT, GNWT

Contact Number: 867-920-3068

Synopsis:

Began work in 2009 on designing a poster that will outline the costs in dollar amounts to the driver of an impaired driving charge and conviction.

NORTHWEST TERRITORIES

Program: Enforcement

STRID Category: Impaired Driving

Implemented: 2009

Contact Name: Garry Dziwenka

Title: Senior Policy and Program Analyst

Organization: Road Licensing and Safety Division, DOT, GNWT

Contact Number: 867-920-3068

Synopsis:

DOT purchased ten approved screening devices for the RCMP to be used in the north. The challenge in the smaller communities in the north is the distance needed to travel to a Breathalyzer. Providing roadside screening devices makes it easier for the officers to carry out their duties.

Because of this purchase, the RCMP have trained more officers in the north on the screening device.

NORTHWEST TERRITORIES

Program: Legislation

STRID Category: Impaired Driving / Offences / Court

Implemented: Began in 2209 / Passed in 2010

Contact Name: Garry Dziwenka

Title: Senior Policy and Program Analyst

Organization: Road Licensing and Safety Division, DOT, GNWT

Contact Number: 867-920-3068

Synopsis:

The NWT Enforcement Task Force was instrumental in having an amendment to the Summary Convictions Procedures Act put before the legislature on November 2, 2009. The amendment removed the requirement to hold a trial for someone who was charged with a territorial offence and does not appear in court. The law received assent on February 26, 2010.

NORTHWEST TERRITORIES

Program: Assessment

STRID Category: Impaired Driving / Driving Behaviour

Implemented: 2009

Contact Name: Garry Dziwenka

Title: Senior Policy and Program Analyst

Organization: Road Licensing and Safety Division, DOT, GNWT

Contact Number: 867-920-3068

Synopsis:

We have introduced a high risk driver program with progressive discipline. A hearing is held by the Deputy Registrars with a problem driver to determine if any subsequent action is required. Such action can be monitoring, suspension, pass the written and /or driving tests, or follow up hearings.

LIST OF OTHER AGENCIES

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