
CCMTA Road Safety Report Series

STRATEGY TO REDUCE IMPAIRED DRIVING 2010

STRID Monitoring Report: Progress in 2007

Prepared For

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

by

CCMTA STRID 2010 Task Force

September 2008

© Canadian Council of Motor Transport Administrators and the
Minister of Public Works and Government Services,
represented by the Minister of Transport, 2008.

This publication may be reproduced without permission provided that its use
is solely for the purposes of private study, research, criticism, review or
newspaper summary and the source is fully acknowledged.

© Conseil canadien des administrateurs en transport motorisé et le
Ministre des Travaux publics et des Services gouvernementaux Canada,
représenté par le ministre des Transports, 2008.

Cette publication peut être reproduite sans permission à condition qu'elle
soit utilisée uniquement pour des études privées, de la recherche, de la
critique, de l'analyse ou pour faire l'objet d'un sommaire dans un journal
et que la source soit parfaitement identifiée.

Canadian Council of Motor Transport Administrators
2323 St. Laurent Blvd.
Ottawa, Ontario
K1G 4J8
Telephone: (613) 736-1003
Fax: (613) 736-1395
E-mail: ccmta-secretariat@ccmta.ca
Internet: www.ccmta.ca

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.

TABLE OF CONTENTS

Introduction.....	2
STRID Initiatives at a Glance.....	4
Short term roadside licence suspensions as of December 2007	4
Program implementation dates for STRID initiatives	7
Key components of STRID Strategy to Address Lower BAC	
Drinking Drivers	8
Jurisdictional Impaired Driving Initiatives.....	12
British Colombia	12
Alberta	20
Saskatchewan	29
Manitoba.....	35
Ontario	41
Québec.....	52
New Brunswick.....	63
Nova Scotia	67
Prince Edwards Island	74
Newfoundland and Labrador	79
NorthWest Territories	85
Yukon.....	89
Directory of New Programs	94
List of Other Agencies	102

INTRODUCTION

Drinking and driving is a major contributing factor in traffic crashes in Canada. Reports from Canadian jurisdictions indicate that close to a third of all drivers fatally injured in traffic crashes had been drinking. To help reduce the incidence of alcohol-related crashes, CCMTA developed a long-term strategy—the Strategy To Reduce Impaired Driving (STRID).

The first phase of this strategy, STRID 2001, which was implemented in 1996, triggered considerable activity in all jurisdictions with respect to building the recommended infrastructure for managing the problem of drinking and driving. Significant improvements have been achieved since then in terms of a downward trend in alcohol-related crashes, however, the alcohol crash problem is still significant. Consequently, the STRID 2010 has been developed as part of the overall Road Safety Vision 2010.

The goal of STRID 2010 is to achieve a 40% decrease in the percentage of road users fatally or seriously injured in crashes involving alcohol over the 2008 - 2010 period over comparable 1996 - 2001 figures. To achieve this objective the following initiatives, which are 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:

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 as at December 2007

STRID INITIATIVES AT A GLANCE

(Updates are in bold)

SHORT TERM ROADSIDE LICENCE SUSPENSIONS AS OF DECEMBER 2007				
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 hrs if officer believes drivers' ability is impaired by alcohol or drugs	yes	longer prohibition, if 2 or more 24-hr prohibitions in 2 yrs	consider mandatory assessment/treatment for multiple offenders
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	no
ON	12 hrs if BAC 50 mg% or more (1981)	Introduction of Bill 203 will require that short-term suspension are added to the driver record	see below**	Bill 203 (June 07) brought in changes to increase 12 hour road-side suspension to an escalating sanctions scheme (3 days for first instance, 7 days for second instance, 30 days for third instance) - due to be implemented in late 2008
QC	no	na	na	na
NB	24 hrs if BAC >50 mgs% (1985/86)	being considered	no	no

SHORT TERM ROADSIDE LICENCE SUSPENSIONS AS OF DECEMBER 2007				
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. **The escalating sanctions scheme will also require an individual caught a second time to undergo remedial measure and an individual caught a third time to undergo remedial measures and install ignition interlock for 6 months.**

SHORT TERM ROADSIDE LICENCE SUSPENSIONS AS OF DECEMBER 2007					
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	no	currently under review
AB	3 months (1999)	no	yes	no	added an initial 24-hr suspension prior to ALS suspension (as of May 2003)
SK	90 days (2002)	yes	yes	no	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	no
QC	30 days for 1st ALS; 90 days for 2nd ALS (2002)	no	yes	BAC >80 mg%, any driver subject to the zero alcohol rule, any person refusing to provide a breath or blood sample, vehicle of person caught driving when ALS in effect is seized (30 days)	no
NB	no	na	na	na	no
NS	90 days (1995)	no	yes	successfully complete substance abuse assessment, fees for assessment - \$366, restoration - \$100, hearing - \$50 (total-\$516)	no
PE	90 days (1997)	no	yes	Vehicle may be impounded	no
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

SHORT TERM ROADSIDE LICENCE SUSPENSIONS AS OF DECEMBER 2007					
Juris	ALS in place	Criminal code charge required for ALS	List on driver record	Other sanctions for offenders	Plan changes to ALS
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	tentatively for late 2008	Nov-96	1998	Feb-99	Dec-01	Sep-98
QC		Dec-97	Jun-01	Dec-97	Dec-97	Dec-97
NB	1985	Legislation passed 2007, (implementation in 2008)	Enhanced 2001		Legislation in 2005, (implementation slated for 2008)	Treatment (1991); Assessment (2002)
NS	1999	Jun-95	Dec-99		Program design in 2007. Launch anticipated in 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						
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 relating to our unique characteristics that have to be examined. Examples of such issues is the extremely cold temperatures, the many remote isolated and the lack of licenced mechanics.					

* Meets or exceeds STRID recommended suspension periods of 1 year for 1st conviction, 3 years for 2nd

**KEY COMPONENTS OF STRID STRATEGY TO ADDRESS
LOWER BAC DRINKING DRIVERS**

Juris	Item 1	Item 2	Item 3
	Immediate 7-14 day roadside suspension if BAC >= 0.05% on ASD or from blood or urine sample	Licence surrendered, forwarded to Registrar of Motor Vehicles	2 or more 0.05% infractions within 3 yrs results in licence suspended for 30, 45, and 60 days, respectively
BC	BAC .05-.08= 24 hr driving prohibition, face vehicle impoundment; 2 24-hr prohibition. = prohibited from driving for 3+ months; 3 24-hr prohibition prohibited for longer, must take alcohol rehab program before being re-licensed; 24-hr prohibition also applies to drug impaired drivers (http://www.pssg.gov.bc.ca/osmv/publications/factsheets/24HourProhibition.pdf)	Driver must surrender license to police, return to police detachment to retrieve license when prohibition finished	Since 2003 additional prohibition imposed on drivers with 2+ 24 hr prohibition; length varies from 1-month and upwards depending on driver's whole record; driver with 2 24-hr prohibition can be prohibited from driving for >=3 months; drivers with 3 24-hr prohibition will be prohibited for longer period, must take ALC rehab program before re-licensing; 24-hr prohibition also applies to drug impaired drivers
	OSMV works with stakeholders (e.g.- MADD Canada, BC Safety Council, Police, Crown) to review: 1) new strategies incl. options for 7-14 day short-term license susp., 2) low BAC drivers, 3) commercial driver drug impairment, 4) how DD cases proceed through criminal justice system		
AB	Under review	Under review	Under review
SK	Not being considered; new drivers threshold=0.0% BAC;	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	Examining 15-day suspension for 2nd offence within 5 yrs;
	1st offence=30 day susp; 2nd+ offence=90-day susp.		3rd, subsequent offences attract 90-day susp.
MB	Review of STRID Strategy underway; but has been placed on hold due to intervening priorities	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	.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
ON	Introduced Bill 203 in June 2007 which created escalating sanctions for drivers with BAC of 0.05-0.08 (tentative implementation for late 2008). Suspension periods will be as follows: - 3 days for first instance - 7 days for second instance - 30 days for third instance	Police already request driver licence at roadside, hold it during susp.; central tracking of this procedure under review	Escalating sanctions scheme outlines period of suspension. Note that a 2nd infraction requires individual to undergo remedial measures before licence is returned and a 3rd infraction requires individual to undergo remedial measures program and also install ignition interlock device in their vehicle for a period of 6 months before licence can be reinstated.

KEY COMPONENTS OF STRID STRATEGY TO ADDRESS LOWER BAC DRINKING DRIVERS			
Juris	Item 1	Item 2	Item 3
QC	Not applicable	Not applicable	Not applicable
NB	Under review	Under review	Changes being considered for 2008
NS	Under review	Under review	Under review
PE	24-hr roadside suspension, .05 - .08 possible vehicle impoundment	24-hr short-term, police can return for longer 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

KEY COMPONENTS OF STRID STRATEGY TO ADDRESS LOWER BAC DRINKING DRIVERS			
Juris	Item 4	Item 5	Item 6
	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
BC	Drivers with 3 24-hr prohibition banned for longer period, must take ALC rehab program before they can re-license Drivers in ALC rehab must pay \$880 program fee; driver screened by qualified addictions specialist, must attend one of three program components: 1) educ. (8 hr session over a day) 2) counselling (16 hrs over 3 mon) 3) treatment (referral to community based treatment programs)	Superintendent can refer driver who has completed rehab program to ignition interlock when needed to aid safe return to driving Referral based on post intervention assessment by qualified counsellor (http://www.pssg.gov.bc.ca/osmv/publications/factsheets/IgnitionInterlock.pdf)	All 24 hr prohibitions currently recorded on driver's record
AB	Under review	Under review	Under review
SK	New drivers with 2+ subsequent offences with any ALC lead to 90-day susp., must complete addictions screening & recommended education or recovery program Experienced drivers (over .04) - must attend DWI training after 2nd	Not looking at this right now	Keep record of incidents, use them to monitor and manage problem

KEY COMPONENTS OF STRID STRATEGY TO ADDRESS LOWER BAC DRINKING DRIVERS			
Juris	Item 4	Item 5	Item 6
	occurrence; 3rd & subsequent within 5 yrs, must complete addictions screening & recommended education or recovery program		
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 driver's abstract for 5 yrs
	If refuse FST subject to 3 month ALS, must provide impaired drivers assessment		
ON	Will be implemented as per Bill 203. 2nd infraction or more requires individuals to attend remedial measures program.	As per Bill 203 - 3rd of greater instance requires installation of ignition interlock device for period of 6 months as part of licence reinstatement	As per Bill 203 provisions, Registrar will keep infractions on drivers record. Number of years this information remains on drivers' abstract is currently under review.
QC	Not applicable	Not applicable	Not applicable
NB	Under review	Under review	Under review
NS	Under review	Under review	Under review
PE	Drivers with 2 or more 24-hr suspension have driving record reviewed	Under review	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

KEY COMPONENTS OF STRID STRATEGY TO ADDRESS LOWER BAC DRINKING DRIVERS			
Juris	Item 7	Item 8	Item 9
	Driver with 0.05% suspension to pay licence reinstatement fee of \$150-\$300; more suspensions within 3 yrs=increased fees	Ongoing education campaign to inform public about new 7-14 day 0.05% licence suspension program	ASD calibrated to show "warn" at 0.05% BAC level; if driver blows "warn", police must immediately seize his or her licence
BC	No fees for 24-hr prohibition; yet at end of other driving prohibition arising from 24-hr prohibition, driver can reapply, must pay \$31 short-term drive licence fee, \$100 reinstatement fee; new licence will expire in 2 yrs, not usual 5 yrs	No current suspension; yet ICBC funds several education & awareness programs; if new program unveiled, public education strategy to be considered	Prohibited from driving for 24 hrs if police feel driver ability affected by alcohol or drugs; 24-hr prohibition issued at roadside; police may impound vehicle at roadside
			As of Jan 2005, driver may appeal 24-hr prohibition due to alcohol if: 1) officer failed to perform BAC test

**KEY COMPONENTS OF STRID STRATEGY TO ADDRESS
LOWER BAC DRINKING DRIVERS**

Juris	Item 7	Item 8	Item 9
			when requested; or 2) person neither driving nor in care, control of vehicle Since Jan 2005, Ads prescribed, used when driver requests test to prove BAC not over 50 mg%; driver can request test if officer did not use one to form reasonable & probable grounds prior to serving notice of 24-hr prohibition; officers not required to administer breath test at driver's request
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 DD consequences included, using washroom, theatre, radio advertising	Not looking at this right now
		Nothing specific for low BAC suspensions	
MB	\$50 licence reinstatement fee		Apr. 98 - 24 hr immediate roadside suspension for "warn" at .05% BAC
ON	This policy is under review	Implementation of Bill 203 provisions and related regulatory provisions will be accompanied by appropriate communications to public	Process under review
QC	Not applicable	Not applicable	Not applicable
NB	Under review	Under review	Under review
NS	Under review	Under review	Under review
PE	Under review	Under review	If driver blows warn, police may return driver's license to Highway Safety
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 2007

◆ 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 B.C. deliver traffic safety training, covering a range of topics such as impaired driving detection.

- *Other*

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-hours suspensions.

Two themes for CounterAttack advertisement programs were used in 2007 (one related to 'excuses' for drinking and driving, and the other related to 'excesses' around Christmas time). CounterAttack advertising "*Are you still making excuses for drinking and driving?*" was awarded the Silver Quill, an internationally recognized

achievement for communications excellence. 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 B.C. Liquor Distribution Branch developed holiday CounterAttack posters “The party is over especially for those who drink and drive” in collaboration with Police Services and ICBC. These posters were placed in the liquor stores for the month of December.

In 2007, Get Home Safe community kits were distributed at the B.C. Liquor Distribution Branches when the liquor application license is 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.

In 2007, the Justice Institute has been working to coordinate delivery of Drug Recognition Expert Training for Independent Municipal police officers with the support of the Canadian Chiefs of Police and the RCMP.

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

The RCMP are actively educating its members as to the role they play as the ‘gateway’ to intervention paths, whether that is prosecution, rehabilitation, regulatory or administrative sanctions, which depend on recommending criminal charges. The reality remains that an impaired driving charge takes an officer off patrol, so unless substantial burden of proof for criminal charge exists, there is pressure to use the option of the 24-hour prohibition.

The RCMP are actively encouraging its members to lay criminal impaired charges rather than 24-hour suspensions with the expectation that each traffic member should generally be able to

produce six criminal code impaired charges per year. In 2007, the average number of Criminal Code Impaired Driving charges per RCMP traffic member was 6.7.

In 2007, all Integrated Road Safety Unit traffic vehicles had in-car video cameras installed, to help police gather improved driving evidence in support of criminal driving prosecutions. All RCMP Provincial Traffic vehicles will be equipped over the next two years.

Research has demonstrated that in-car cameras are effective in improving numerous enforcement areas and are likely to impact on traffic related matters positively, including:

- real time documentation of traffic violations
- increased guilty pleas
- increased convictions
- decreased court time
- strong application for traffic enforcement, especially impaired driving, traffic violations and pursuits (which made up three quarters of the types of cases where in-car video evidence was considered most useful)
- increased number of traffic stops conducted by officers as a result of increased officer confidence
- potential decreased levels of citizens driving aggressively, and
- increased officer safety.

There are also additional benefits of enhancing police professionalism and their demeanour when interacting with the public. 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.

- *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 110 new 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.*

B.C. has been carrying out this practice for some time. Incident data and police jurisdiction are available from the records. Police can prohibit a person from driving for a period of 24 hours if the police officer has reasonable and probable grounds to believe the person's ability to operate a vehicle is affected by alcohol or a drug. If the 24-hour prohibition is for alcohol and the driver's blood alcohol level is measured by the officer using an approved screening device, the 24-hour prohibition will remain in effect provided the blood alcohol level exceeds 50mg%. If the person refuses to provide a breath sample or their blood alcohol exceeds 80mg% as measured on an approved instrument, the police issue an Administrative Driving Prohibition (ADP) that takes effect 21 days later.

24-hour prohibitions and ADP's are both recorded and tracked on the driver record, and are considered when clients are referred to the drinking driver rehabilitation program, or when imposing sanctions due to an unsatisfactory driving record

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

Initiatives in this area are continuing to be developed as part of ongoing work in road safety

- *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. No new activity.

- *Introduce reduced BAC thresholds for multiple offenders.*

Initiatives in this area are continuing to be developed as part of ongoing work in road safety

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

The Ignition Interlock Program was introduced in the fall of 2005. Drivers who have completed the Responsible Driver Program (see

below) will be ordered by the Superintendent to install an ignition interlock device on their vehicle if they are considered to be an increased risk of re-offending. Expansion of this program is being looked at as part of the province's ongoing efforts at improving road safety.

- *Other*

In 2007, the Ministry of Attorney General, Crown Counsel introduced a new policy for Crown Prosecutors, effectively setting out restrictive guidelines and checks to ensure that all Criminal Code impaired driving cases would be reviewed by a Senior Crown to ensure cases were not routinely being dealt down to a lesser *Motor Vehicle Act* offence with no record of alcohol, in order to manage Courts case loads.

Police and Crown will continue to monitor the progress of Criminal Code cases to assess effectiveness and comparable process throughout the province.

A police officer may impound a vehicle for a period of 24 hours when a 24-hour prohibition is issued and the officer believes that impoundment is necessary to prevent the vehicle from being operated before the prohibition expires. This program was introduced in 2004.

The Vehicle Impoundment Program requires police to immediately remove prohibited or unlicensed drivers and street racers from the road by impounding the vehicle they are operating. For drivers who are prohibited or suspended from driving, the vehicle is impounded for 60 days if that vehicle is operated again by a prohibited or suspended driver within two years the vehicle will be impounded for 90 days (increased from 60 days).

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.

The Ignition Interlock Program was also introduced in the fall of 2005. Drivers who have completed the Responsible Driver Program (see below) with histories of drinking and driving will be ordered by the Superintendent to install an ignition interlock device on their vehicles if they are considered to be at an increased risk of re-offending.

The Driver Improvement Program identifies and intervenes with high risk drivers and encourages them to improve their driving habits. Generally drivers are identified by driver point penalties, 24-hour prohibitions, criminal code convictions, and reports from the police. Interventions range from early warning letters to prohibitions from driving. Any actions taken under this program are separate from actions taken under any of the other OSMV programs.

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.

◆ 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 they 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*

Initiatives in this area are continuing to be developed as part of ongoing work in road safety

- ◆ **Linkages**

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

- ◆ **Other Activities**

Recent findings indicate that:

- more people are drinking and driving;
- drinking drivers are driving with greater levels of alcohol content in their blood than in previous years;
- although drivers are concerned about drinking and driving, they do not consider alcohol-related enforcement and sanctions to be prohibitive;
- some drivers with impaired driving offences do not receive relevant charges; and
- impaired charges are not being prosecuted in a consistent and timely manner.

There is a resulting need to make changes to respond to this growing problem.

- The Office of the Superintendent of Motor Vehicles (OSMV), in partnership with other provincial agencies, is reviewing several road safety initiatives with the goal of reducing the deaths, injuries and costs associated with traffic crashes generally, with a focus on impaired driving. These initiatives support the national road safety goals developed under the Road Safety Vision 2010 generally, and STRID 2010.
- OSMV is conducting a review of enforcement and justice systems issues and outcomes. Police, crown and court services are working in cooperation with OSMV to strategically address systemic issues and enhance the enforcement and justice system response.
- In December 2007, a provincial policy related to Crown Counsel's practice of resolving impaired driving offences by pleas to lesser *Motor Vehicle Act* was introduced. The intent of the policy is to ensure a consistent and principled approach to resolving impaired driving prosecutions across British Columbia.

In addition to the above initiatives, British Columbia is in the process of making amendments to the *Civil Forfeiture Act* which will allow for the seizure of vehicles used in unlawful and potentially harmful activities like drinking and driving and high-risk dangerous driving whether or not they are involved in a road crash. Currently, only vehicles that have already caused serious harm can be pursued through civil forfeiture action.

During December 2007, RCMP and Independent Municipal Police carried out a province-wide seasonal CounterAttack impaired driving campaign. Over 20,000 additional officer hours were dedicated to impaired driving enforcement over a six week period. The launch of the seasonal enforcement awareness blitz included the participation of RCMP and municipal policing agencies along BC's Highway 1 corridor from Vancouver to the BC/Alberta border. This was accompanied by high profile guests, including the B.C. Solicitor General as well as some MLAs and the local media. The Air One traffic Safety Helicopter was also deployed to help support ground enforcement and promote the ongoing presence of the traffic safety helicopter in all traffic-related enforcement.

OVERALL ROAD SAFETY SITUATION

Despite the changes and programs introduced and carried out in 2007, the province's road crash fatality and serious injuries rate continues to be unacceptable and is not experiencing continued and sustained year-to-year declines. More work is required as declines from past decades have levelled off.

ALBERTA

STRID 2010: IMPAIRED DRIVING INITIATIVES IN 2007

◆ **Education and Awareness**

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

A senior level Justice and Enforcement committee exists 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.

In July 2006 Crown Prosecutors attended "crown school" which concentrates on training newer prosecutors on impaired driving issues. There is also a renewed emphasis on prosecutor training of police officers, but for now it is on an ad hoc basis.

- *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 Infrastructure and 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.

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

During the Christmas season, new 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 Initiative 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.

- *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 *Collision Prime Time* 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 2007 additional resources were dedicated to additional Checkstops in the Capital region. Funds for these overtime activities were provided by the Alberta government.**

- *Other*

Through the Alberta Traffic Safety Fund, Alberta Infrastructure and 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 and PAID impaired driving video.

Alberta Infrastructure and 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*

This project is under development by a committee formed through SCOPE Sub Committee Impaired Training Course Development. This process is moving forward with input from Alberta Justice and police agencies in Alberta with the goal of delivering the tools necessary to front line police officers for successful impaired driving investigations.

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

In 2007, selected law enforcement officers were trained in DRE. It is the intention that more officers across the province will receive this training.

- *Streamline procedures for processing drinking drivers.*

This will be under discussion through recommendations made by the newly formed Justice and Enforcement Committee.

- *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 Capital area.

- *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.)

- *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 and the contact provider is Guardian Interlock System Corp (a division of Alcohol Countermeasure Systems Corp). 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. **Alberta is currently planning to enhance the program.**

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.

◆ 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 are in the process of being reviewed to ensure they fit within Health Canada's Best Practices: "Treatment and Rehabilitation for Driving While Impaired Offenders". A committee has been established with Alberta Infrastructure and Transportation, Alberta Alcohol and Drug Abuse Commission, Alberta Motor Association and Solicitor General and Public Security to review all Alberta programs to the Health Canada best practises document.

◆ 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.*

A senior level Justice and Enforcement committee has been formed to address issues related to enforcement and prosecution as well as other problems with the impaired driving criminal justice system. Their findings and recommendations will be reported to various relevant Department Ministers and the Standing Committee on Prosecution and Enforcement.

These recommendations have been brought to the Provincial Impaired Driving Committee and incorporated into this 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://www.aglc.gov.ab.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.gov.ab.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.

Alberta infrastructure and Transportation, Alberta Alcohol and Drug Abuse Commission, Alberta Solicitor General, and the Alberta Motor Association are currently reviewing Health Canada's Best Practices: "Treatment and Rehabilitation for Driving While Impaired Offenders" for possible improvements in Alberta.

◆ 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 Infrastructure and Transportation entered in a contract with the Alberta Centre for Injury Control and Research 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.

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 Infrastructure and Transportation website (www.infratrans.gov.ab.ca).

SASKATCHEWAN

STRID 2010: IMPAIRED DRIVING INITIATIVES IN 2007

◆ **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 four major SK cities (Regina, Saskatoon, Estevan and Prince Albert) and was expanded to Moose Jaw and RCMP jurisdictions in May and June of 2006

- *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.

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

In 2005 and 2006, 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.

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

In Saskatchewan, SGI's latest advertising campaign in 2005 targeted the young male population. Television, radio, posters and billboard advertisements were included.

In 2006, 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.

- *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. SGI also initiated a relationship with the local MADD chapter and have plans to get MADD and SADD to work on projects to raise awareness.

◆ **Role of Policing**

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

SGI provided funding in 2004 to bring field sobriety training to Saskatchewan. In 2005, SGI purchased "light pens" to assist police in carrying out the Horizontal Gaze Nystagmus tests for SFSTs.

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.

- *Streamline procedures for processing drinking drivers.*

SGI worked with the police on the development of a form for the 90-day administrative suspension and will continue to discuss opportunities for streamlining this process with police.

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

SGI has provided 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,

SGI 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.

- *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.

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

(see above)

- *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.

- *Other*

(None)

◆ **Health Promotion**

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

Mandatory assessment and rehabilitation programs have been in place since 1996. In 2006 SGI completed a draft report evaluating the Addiction Screening and Assessment program. The full report will be available in 2007

- *Other*

◆ **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*

In 2007 SGI established a 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

◆ 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 IN 2007

◆ **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. There are also educational conferences 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 as to court decisions, shift briefings, internal publications and All-Chief's memos. The Ignition Interlock initiative has been supported by material for the provincial policing community, developed by the Ontario Ministry of Transportation (MTO) and representatives from the Ontario Provincial Police (OPP), Ontario Association of Chiefs of Police (OACP) Traffic Committee and MTO. The OACP Traffic Committee holds two meetings/training sessions annually at the Ontario Police College 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. Attendance ranges from 150 to 200 representatives.

Training for police is also provided through training events provided by agencies such as OCCID and MADD Canada. MTO provides speakers and resources to these training programs as required.

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

In 2006 and 2007, MTO continued province-wide distribution of the iDRIVE public education program. The program is designed to raise awareness among drivers under the age of 25 about the risks and consequences of aggressive and unsafe driving practices (including impaired driving). iDRIVE has been extremely well received by secondary school audiences and won a 2005 Public Affairs and Consumer Education (PACE) Award from the American Association of Motor Vehicle Administrators (AAMVA). Based on the program's success, **production began on a sequel scheduled for release in 2008.**

Police are active in schools delivering targeted messages through programs, such as the Drug Abuse Resistance Education (DARE) 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 and the OPP Youth Summer camp.

MTO provided support and resources towards the efforts of youth-oriented impaired driving stakeholders in the delivery of awareness activities including the 2006 Canadian Youth Against Impaired Driving Conference, **2007 Ontario Students Against Impaired Driving Conference, 2006 Future Aces Conferences, Drive Sober Valentines and Safe Grad programs.**

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

In 2007, the Ministry supported the launch and delivery of Ontario Community Council on Impaired Driving's (OCCID) "arrive alive DRIVE SOBER" campaign. The campaign, which ran throughout the summer, aimed to increase the public's awareness of the risks of both impaired driving, and drinking and boating. The ministry provided funding through the Road Safety Community Partnership Program for the campaign and the production of a public service announcement (PSA) about impaired boating.

As of fall 2007, MTO is also supporting OCCID's "Shut Out Impaired Driving" campaign which targets sports fans. The campaign includes distribution of 17,000 home hosting kits through more than 50 community groups across Ontario and a public service announcement featuring Ottawa Senator Antoine Vermette distributed for play on radio, TV network and cable stations. The 2006-07 campaign featured the distribution of "Shut Out Impaired Driving" posters and drink coasters to licensed establishments.

In November 2006, the Ontario government signed an agreement with MADD Canada to place roadside signs in memory of those who

have lost their lives as a result of a drunk driver. While all costs will be assumed by MADD or the sponsor/family, MTO will determine the safest location to place a memorial near the location of the fatality. The first roadside memorial was placed September 13, 2007 on Highway 48.

During long weekends, MTO also displays anti-impaired driving messages on COMPASS highway signs in the GTA.

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.

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

In 2006 and 2007, MTO and OCCID continued province-wide distribution of the iDRIVE program to raise awareness amongst drivers under the age of 25 about the risks and consequences of aggressive and unsafe driving practices (including impaired driving) and to provide novice drivers with details about the province's graduated licensing system. iDRIVE was delivered in three components, for secondary school students, for those attending post-secondary institutions and for members of the target group in the community.

During holiday periods and long weekends in 2006 and 2007 MTO presented anti-impaired driving messages to motorists throughout the Greater Toronto Area on the changeable COMPASS highway signs. The messages emphasize the serious consequences of drinking and driving (licence suspension, potential costs up to \$18,025).

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."

MTO continued distribution of impaired driving public education materials at community events and through stakeholders' groups. MTO also supported the development and distribution of OCCID's "Shut Out Impaired Driving Campaign" which features a PSA with Antoine Vermette of the Ottawa Senators. Campaign materials were also distributed through licensed establishments and to fans at selected professional sporting events.

Many police target educational campaigns according to transportation mode – i.e. boat, vehicle, snowmobile or ATV - 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, financial support) a number of provincial anti-impaired driving, injury prevention and youth conferences. In 2006 and 2007, these included OCCID and OACP’s Impaired Driving and Vulnerable Road Users Seminar (September 2007), the biannual OCCID Countermeasures Conference (November 2006), Ontario Students Against Impaired Driving (OSAID) Conference (May 2007), , Future Aces Conference (November 2006) and Ontario Injury Prevention Conference (March 2006 and June 2007).

◆ **Role of Policing**

- *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. 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 2007, the ministry supported several holiday season impaired driving events/campaigns in 2007, including:**

- **Operation Red Nose Launch – November 19, 2007**
- **York Region Police RIDE launch – November 27, 2007**
- **Festive RIDE Launch (GTA and environs) – November 30, 2007**

During the 2007 R.I.D.E. Campaign police stopped approximately 390,286 vehicles, snowmobiles and marine vessels in order to evaluate drivers for impairment caused by alcohol and/or drugs. While the final results of the Campaign will only become available in February 2008 upon this year's program completion, as of January 14, 2008, 354 individuals were charged with a *Criminal Code* drinking and driving-related offence, of which 284 individuals also received an administrative driver licence suspension. An additional 797 individuals were given a 12-hour roadside licence suspension (used for individuals who blow in the warn range, between 0.05 and 0.08 BAC). A breathalyzer was used to test 4,033 individuals.

In November 2007, Fantino promised more RIDE checks in the morning hours to find those who are still drunk at dawn. Fantino pointed out that OPP intends to be far more visible, far more proactive and will elevate the likelihood of drunk drivers being apprehended.

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

To bolster enforcement, the government announced a new package of initiatives that included putting 55 additional Ontario Provincial Police (OPP) officers on the roads and the funding of a new OPP plane with high-tech surveillance equipment.

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

Given that Ontario roads are ranked among the busiest highways in North America, conducting roadside Field Sobriety Tests (FSTs) 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 FSTs.

Police in Ontario normally use approved roadside screening devices rather than FSTs 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 will be in place in mid-2008 and expands police authority to demand FSTs. 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. Given the costs associated with training and recertification of both DRE officers as well as front-line officers in FST, the use of such devices may be more effective and, hence, more frequently used as a policing tool.

- *Streamline procedures for processing drinking drivers.*

Please refer to new roadside administrative sanctions under Bill 203 for blowing in the warn range:

- | | |
|------------------------------|--------------------------|
| • 3 days licence suspension | 1 st offence* |
| • 7 days licence suspension | 2 nd offence |
| • 30 days licence suspension | 3 rd offence |

***within a 5 year period**

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

It is generally understood by police officers that anyone with a BAC above the legal limit or who fails or refuses to provide a breath sample should be charged with the appropriate *Criminal Code* offence. Only those with a BAC below .08 but above .05 receive a 12-hour roadside licence suspension.

Police officers may face disciplinary action (discreditable conduct) under the *Police Services Act* for using a roadside suspension in lieu of a *Criminal Code* charge.

The enforcement community has expressed concern that, because administrative sanctions at lower BACs require less time and administrative resources, compared with applying Federal *Criminal Code* sanctions, there is an incentive built into many provinces' systems for officers to apply the lesser sanction in some cases of impairment.

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

(None)

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

- **Repeat drinking drivers just under the legal limit (0.08 BAC) that are slipping through the net and are 8 times more likely to be involved in a crash than drivers who had not been drinking.**
- **A small, but stubborn number of drivers who continue to drive drunk or while suspended after multiple convictions for impaired driving.**

Regulatory changes are required before the drinking and driving measures can come into effect. These changes are expected to be completed by late 2008. Extensive work on implementation is well underway.

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.**

Sections of the Safer Roads for a Safer Ontario Act, 2007, which amend the Civil Remedies Act, were proclaimed on Feb. 20, 2008.

On June 15, 2007, a regulatory change introduced a \$150 administrative monetary penalty for those who receive a 90-day suspension for registering 0.08 BAC or failing/refusing to provide sample.

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

Currently, only 90-day suspensions are listed on the driver record. However, once Bill 203 provisions have been implemented, the 3-day, 7-day and 30 day suspensions will also be reflected on the driver record.

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

Ontario continues to support federal Bill C-2 which now has a Proclamation date set for July 2008. However, police have indicated some concerns about the use of Standardized Field Sobriety Tests, and in some instances (e.g., establishing drug-related impairment) newer testing technologies may be more appropriate. Ontario is currently reviewing the effectiveness of roadside drug testing technologies.

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

Once implemented, provisions under Bill 203 will increase licence suspension periods for drivers who blow in the 0.05-0.08 blood alcohol concentration (BAC) range:

- **3 days for a first instance**
 - **7 days for a second instance (and require drivers to take a remedial measures program)**
 - **30 days for a third instance (and require drivers to take a remedial measures program and have ignition interlock installed for 6 months)**
- *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 minimum 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.

The latest figures show that, as of June 2005, 37,244 drivers will be subject to the Ignition Interlock Program after licence reinstatement.

In addition, once Bill 203 has been implemented, it will provide an incentive to separate drinking from driving, by reducing licence suspensions for Criminal Code offenders if they agree to have an ignition interlock device fitted in their vehicles. Details surrounding this program are currently being developed by MTO officials.

◆ 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 was designed 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.

- *Other*

Based on iDrive’s success a sequel is being developed. MTO, road safety partners and Transport Canada would produce and distribute a road safety information program covering topics such as extreme driving, impaired driving, drowsy driving and distracted driving and would be distributed through high schools, community colleges and public health networks. The sequel is scheduled to be released in fall 2008.

◆ 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 each year.

MTO regularly liaises with other key stakeholders who are involved with promoting and enforcing the anti-drunk drive message. Key provincial government stakeholders include: Attorney General, Community Safety and Correctional Services, Health and Long-Term Care, Tourism and Recreation and Consumer and Business Services. Other representatives are from the Centre for Addiction and Mental Health, 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.*

MTO has provided data to MADD Canada for a forthcoming report to investigate the level of suspended drivers who are involved in fatal and injury collisions in this province.

MTO and Transport Canada have shared the cost for the retrieval of this data and MADD Canada has agreed to cover the costs for the analysis.

- The OPP is piloting technology to get real-time information on drivers and vehicles through their on-board computers.
- 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 2007

◆ Education and Awareness

2007, Road Safety Year:

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.*

(No activity)

- *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, that is, secondary school students and post-secondary students, were introduced in Québec.

- 1) For secondary school students, the Société de l'assurance automobile du Québec (SAAQ) has set up an awareness program whose objective is to attach a stigma on drinking and driving. Under the Alternative program, grade 12 students take part in educational activities. The program includes educational kits for secondary-school teachers and counsellors: an information kit on impaired driving (physiological effects of alcohol, legal aspect), a perfect prom kit known as *Pour réussir son bal de fin d'études* featuring an alternative bar and impaired driver escort service, and a discussion-oriented role-playing kit titled *La fin du rêve* (The end of a dream).
- 2) In 2005, a conference on impaired driving, speeding and modified vehicles adapted to young adults in secondary schools was presented. Two SAAQ representatives and a police officer led it.

- 3) 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).
 - 4) In 2006, General Motors of Canada (GM Canada) implemented an advanced-driving course for young Québec drivers aged 18 to 24. The SAAQ participated in the development of the classroom session that addressed the dangers of driving while impaired by alcohol or drugs, speeding, and legal obligations following a road accident.
- *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.*
- General public

In 2004, a new TV ad "Think Ahead! If You Drink, You Can't Drive" was broadcast that targeted male drivers aged 35 to 44 and their friends. The purpose was to drive home the point made in earlier campaigns that peers should step in to stop a friend who has consumed alcohol from getting behind the steering wheel, and more specifically bring the issue of the driver's responsibility into focus, as it is the driver's duty to plan on a means of getting home without having to drive while impaired with alcohol. The 30-second message was aired between May 3 and mid-June 2004, in both French and English, on all major Québec television networks.

In 2005, a new French TV ad under the same 2004 theme was broadcast from May 9 to July 17 "Think Ahead! If You Drink, You Can't Drive." At the scene of an accident, the camera closes in on the eyes of a handcuffed man sitting in the back seat of a police car. The man is obviously anxious. The camera backs up and reveals the same man wearing a happy expression, sitting in the back seat of a taxi. He *had thought ahead*. This ad, meant for all Québec drivers, targets men aged 25 to 44 in particular. An adapted radio version was broadcast during the same period throughout English-speaking stations.

In 2006, the French TV ad created in 2005 and its English radio version "Think Ahead! If You Drink, You Can't Drive" were broadcast again.

As part of the TV show "Ça tient la route" presented throughout the summer of 2006 on the TVA network, the SAAQ developed the contents of three quizzes on driving impaired by alcohol or drugs.

- In 2007, a multimedia campaign on drinking and driving (TV, radio, posters) was held.

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.

As part of the Plan national de toxicomanie [national drug addiction plan], drugs and driving awareness tools were distributed to college (Cégeps) students during National Addictions Awareness Week in November 2007.

In the spring of 2007, all community police officers from Montreal's police force were offered training on drugs and 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, 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 and 2007, 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."

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.

- **Licensed establishments**

Prevention material was also produced for employees of licensed establishments and their customers. Particularly, a folder "Empêchez vos clients de boire et conduire en état d'ébriété. Insistez!" encourages waiters to stop customers from driving under the influence of alcohol. A poster "Avez-vous prévu le coup!" appeals to the customers' sense of responsibility and encourages them to plan on a safe means of getting home and to stop friends from drinking and driving.

In 2006, the Société conducted a pilot project to make bar owners of the Saguenay-Lac-St-Jean region aware of impaired driving issues.

- **Beauce-Etchemin region**

Special campaigns have focused on the Beauce-Etchemin region, which has been grappling with a serious drunk driving problem. Thanks to the activities implemented in 1997 by the coordination committee, the region's road safety record has improved over the past years.

- Driving services

The SAAQ has also joined forces with Zero Tolerance, another driving service, and became its major partner with a grant totalling \$450,000, including \$150,000 for 2003, 2004 and 2005. Zero Tolerance is a non-profit organization that offers a safe ride year-round in several Québec regions.

In 2005, the SAAQ provided training it had developed on impaired driving in the workplace to those responsible for offering driving services at Operation Red Nose and Zero Tolerance.

Since its creation in February 2000, Zero Tolerance has driven home 354,000 persons, including 120,000 in 2005. The purpose of this driving service is to offer a ride to those who need it across the province. To help it with its expansion, the SAAQ gave Zero Tolerance \$150,000 in sponsorship for 2006.

The SAAQ has been the major sponsor of Operation Red Nose, an operation that is held once a year during the Holiday Season. To date, the SAAQ has invested approximately **\$5.9 million in this volunteer driving service, including \$380,000 in 2007. Some 60,000 persons were driven home in 2007.**

◆ Role of Policing

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

At the end of 2001, the SAAQ set up an interministerial working committee to develop and recommend a position for driving under the influence of drugs. With reference to police intervention, the committee recommends that training on standard sobriety tests (alcohol and drugs) be developed and given as well as training of Drug Recognition Experts (DRE).

In January 2005, Québec's interministerial committee invited the federal representatives of the DRE program to an information meeting to further discuss the issue.

Following the meeting, it was agreed that the Ministère de la Sécurité publique du Québec would ensure provincial coordination of the DRE program.

In the fall of 2005, representatives from the different Québec police forces analyzed an RCMP questionnaire intended to assess Québec needs with respect to DRE training.

Moreover, steps have been taken to harmonize training provided to police officers on standard sobriety tests.

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 is considering implementing 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.*

Two STEP programs have been conducted each year since 1998 with the help of police agencies. The SAAQ works in partnership with police officers to improve enforcement. In 2004, the 13th and 14th STEP programs were carried out from May 1 to June 1, immediately prior to the summer period, and from November 4 to December 4, just before the Holiday Season.

STEP operations, as they used to be carried out, were not carried over in 2005. Instead, a new format was implemented by police. Henceforth, road checks will be made year-round without advance warning in the media.

The police also participated in SAAQ organized on-site visits to firms.

In 2006, a series of regional meetings with SAAQ representatives were held to make law enforcement aware of the importance of monitoring measures when it comes to impaired driving.

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

(No activity)

- *Other*

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 2007 which focused on alcohol impaired drivers.

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.

◆ 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.

As of October 27, 2002, there are administrative licence suspensions of 30 days for a first offence and 90 days for 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.

The following recommendations were made in connection with driving impaired by alcohol:

- ✓ **Ask prosecutors to be stricter in their recommendations to court judges when it comes to penalties for repeat offenders and applications for release from custody.**
- ✓ **Increase the perceived risk of being apprehended**
- ✓ **Provide more public education on the risks and consequences of impaired driving**
- ✓ **Make training of waiters on the risks and consequences of impaired driving mandatory**
- ✓ **Introduce stiffer penalties for impaired driving**
- ✓ **Ask Transport Canada to examine the possibility of adding the ignition interlock to the manufacturing safety standards of road vehicle sold in Canada**

- **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 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 and will come into effect in 2008.

◆ **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. The assessment helps establish if a driver's conduct, in connection with alcohol or drug consumption, is consistent with the safe operation of a motor vehicle. It is carried out by an assessor recognized by the Fédération québécoise des centres de réadaptation pour alcooliques et autres toxicomanes (FQCRPAT), the Québec federation of addiction rehabilitation centres. The assessment process takes about nine months, from registration to final report. The assessor gathers the necessary information at a face-to-face meeting through questionnaires. At a second meeting, the assessor defines the objectives to be met and the actions to be taken over the next six months. A last meeting enables the assessor to check if the goals have been reached and to make a recommendation.

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. A satisfactory report is required before a licence to drive again is issued. The assessment must be conducted by a recognized assessor of an addiction rehabilitation centre affiliated with the Fédération québécoise des centres de réadaptation pour les personnes alcooliques et autres toxicomanes (FQCRPAT). The Société de l'assurance automobile du Québec has entered into an agreement with the Fédération to have it develop and implement the program across Québec, and to coordinate services. During the assessment meeting, the assessor gathers the information needed by means of a questionnaire. The certificate of the person's blood-alcohol analysis from the sample taken at the time of interception by police must be turned over. After meeting with the person, the assessor will make a recommendation to the Fédération. If the assessor's recommendation is favourable, the Fédération will send proof to the person, who is required to show this proof to the Société to get a licence again, at the end of his/her penalty period. If the assessor's recommendation is unfavourable, the Fédération will send the summary assessment report to the Société along with a copy to the person. The Société takes into account the assessor's report, the person's driving record and any mitigating health condition in deciding whether a licence to drive should be issued. The person is informed, in writing, of the decision.

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

SAAQ met representatives from justice communities in 2002 to give them an overview of the new provisions regarding impaired driving. Whenever 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 abreast of the ignition interlock program introduced in Québec in 1997.

In cooperation with police organizations, the SAAQ produced a video entitled "Capacité de conduite affaiblie. Vous pouvez faire la différence!" In the video, officers assigned to enforcement programs (road blocks) are made aware of the difference they can make in addressing the problem of impaired driving.

◆ Other Activities

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

(None)

NEW BRUNSWICK

STRID 2010: IMPAIRED DRIVING INITIATIVES IN 2007

◆ 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.

- *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.*

The New Brunswick Injury Prevention Coalition is working with education stakeholders to promote the use of a DVD-based version of the P.A.R.T.Y. program in New Brunswick schools. This program uses testimonials from first responders, doctors and collision survivors to make young people aware of the personal, family and social costs of impaired driving.

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

The Department of Public Safety Communications Branch conducted focus groups and other research as preparation for an advertising campaign which will be launched in 2008 to raise public awareness on impairment, seat belts and speeding.

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.*

(No activity)

- *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.*

New Brunswick does not use passive sensors.

- *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

Note: In June of 2007 the Government of New Brunswick passed legislation which, when enacted, will create a 90-day administrative licence suspension for individuals charged with impaired driving and enhance the authority of police officers to perform standard field sobriety tests. The legislation also addresses other driver safety issues.

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

New legislation on a 90-day administrative licence suspension has been passed. Work is on-going to create regulations for enactment.

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

Legislation giving police the authority to conduct standard field sobriety tests has been passed. Work is on-going to create regulations for enactment.

- *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 has been passed. Work continues on regulations and implementation.

◆ 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 2007

◆ 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. The Province also approved plans to develop training curriculum targeting police on the issue of drinking and driving. These initiatives are part of an Impaired Driving Sub-Strategy.

- *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 would. The students then get behind the wheel of a golf cart and have to navigate a driving course.

In 2007, 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.

Nova Scotia Health Promotion Addiction Services, in partnership with the Nova Scotia Department of Education has 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

RSAC undertook research to identify priorities and targets for a social marketing campaign. A campaign was developed to address impaired driving targeting males 19 – 25 years of age. The first phase of the campaign was launched in the Spring of 2007 with advertisements appearing in Empire Theatres. During the Christmas season, this ad also appeared on television.

Police agencies also 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 officers to develop Drug Recognition Experts (DREs) and more use of the Field Sobriety Tests (FSTs).*

The Province of Nova Scotia plans to dedicate more funds to support Drug Recognition Experts and Field Sobriety Tests training in 2008 (approved through a Memorandum to Cabinet)

- *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.

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

Officers lay both criminal charges and 24 -hour suspensions as required. **RCMP charges laid for impaired driving increased significantly from 2006 to 2007.**

- *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 it is anticipated that seventy police officers will be hired in 2008.

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

The Province of Nova Scotia plans to dedicate more funds to support the purchase of equipment in 2008 (approved through a Memorandum to Cabinet).

- *Other*

Municipal Police and RCMP have now established integrated and dedicated traffic units which address enforcement, have input on various road safety committees, 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 will be evaluated in 2008 to determine its impact.

◆ **Policy/Legislative Initiatives 2007**

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

During 2007 an Ignition Interlock Team identified the requirement for enhanced requirements to the existing MVA legislation to support an Interlock program launch in 2008. It is expected that these amendments will be introduced during the Spring 2008 House sitting. Program regulations were drafted in 2007. It is anticipated that these will be approved in the Spring 2008.

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

Administrative license suspensions are recorded on the driver's abstract and tracked for review purposes.

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

This initiative is still in the discussion stage.

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

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.

- *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 Low BAC. A decision regarding RSAC recommendations on the Low BAC should be forthcoming in 2008.

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

The Province of Nova Scotia plans to dedicate more funds to support Drug Recognition Experts and Field Sobriety Tests equipment and training in 2008 (approved through a Memorandum to Cabinet).

◆ 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, Nova Scotia Safety Council 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.

- *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.

The Deputy Ministers responsible for Road Safety hosted a consultation with RCMP and Municipal Police Agencies on the issue of impaired driving June 2007.

◆ **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 took place for the month of December 2005 to address the Drinking and Driving problem.

PRINCE EDWARD ISLAND

STRID 2010: IMPAIRED DRIVING INITIATIVES IN 2007

◆ 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 Public Works, 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.
- *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 Public Works and Highway Safety delivered to seniors within the province. 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

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

One Drug Recognition Expert (DRE) officer was trained as an instructor 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

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

Introducing escalating sanctions is presently under discussion.

- *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.*

(No activity)

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

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

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

◆ 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 2007

◆ 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 have completed their 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 will be 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.*

This is currently under review with other legislation.

- *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 2008 and 2009

◆ Education and Awareness

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

Hold monthly meetings with the RCMP to discuss motor vehicle issues, including impaired driving. The plan is to include municipal bylaw enforcement agencies in these meetings.

- *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.*

(No activity)

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

The newly launched 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).*

(No activity)

- *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.*

(No activity)

- *Other*

Through our monthly meetings with the RCMP, discussing the role of policing with respect to motor vehicle issues. Plans are to develop joint initiatives with the police.

◆ **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.*

(No activity)

◆ 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.*

(No activity)

◆ Other Activities

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

New legislation was passed to combat drinking and driving in June 2003. This legislation came into force in December 2004. The new legislation includes administrative licence suspensions in which drivers could lose their licence from 24 hours to 90 days, depending on the amount of alcohol in the person's blood, whether the person is a novice driver or has been subject to a previous suspension or disqualification.

Persons convicted of criminal offences for impaired driving are prohibited under an administrative licence suspension from driving for 1 to 5 years. The period of prohibition will increase with each successive conviction in a 10-year period or if death is involved.

In the new legislation, a person who has been subject to suspensions, disqualifications or prohibitions, may be required to satisfy conditions, including undergoing assessments or counselling for alcohol dependency, medical assessments, and completing education programs, before having his/her driver's licence reinstated. The person may also be required to participate in an alcohol ignition interlock device program.

The new legislation also provides for a 30-day seizure of a motor vehicle that is driven by a person who is disqualified from driving because of a drinking-driving related administrative suspension or Criminal Code conviction.

The launch of the new drinking and driving legislation was accompanied by a Territory-wide public awareness campaign in the fall of 2004. Promotional materials, including posters, pamphlets, buttons, stickers, and post cards was distributed to households, schools, health clinics, RCMP detachment offices and Road Licensing and Safety issuing offices. The slogan of the public awareness campaign is "It's not Worth It". A local rap artist was commissioned to write a theme song for the campaign. The campaign material and theme song CD are available upon request.

YUKON

STRID 2010: IMPAIRED DRIVING INITIATIVES IN 2007

◆ **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.

A youth representative from one of our local high schools is also a member of the Impaired Driving Prevention Coalition.

Transport Services has been working closely with Students Against Impaired Drinking and Driving (SAIDD) to help bring awareness throughout the schools on the consequences of impaired driving.

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

(No activity)

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

Yukon continued its Safe Grad campaign, which is a series of radio public service announcements written by teens and voiced by teens addressing the perils of drinking and driving at graduation parties & events. Students from various high schools are invited to participate and write their own scripts prior to Graduation.

"Celebration" drinkers are targeted during Rendezvous (a festival held in February) as well as over the Christmas season. In both cases there is an emphasis on "Planning a Safe Ride Home". In 2007, Transport Services partnered with the RCMP and Liquor corporation to produce "Be Safe, Be Sober" calendars that were widely distributed. Transport Services and Yukon Liquor Corporation partnered with MADD to distribute "gift packages" to those drivers who had not been drinking and driving (during the RCMP check-stops).

RCMP, Yukon Liquor Corporation, Motor Vehicles, Justice and Transport Services continue to partner and produce insurance/registration folders, with a message to "Drive Safe, Drive Sober". Folders were widely distributed to motor vehicle offices, liquor stores and Territorial representative offices throughout the Yukon.

RCMP, Yukon Liquor Corporation, Motor Vehicles and Transport Services partnered to promote impaired driving awareness this year in schools with a "Colourful Message Campaign". Class rooms who wished to participate devoted a whole day to learning about impaired driving and it's effects. They also submitted liquor bags with messages from the students to their parents about impaired driving. Through a draw, two participating classes were awarded a new computer.

Yukon Liquor Corporation has designed and produced 4 different impaired driving awareness coasters for distribution through the liquor stores.

- *Other*

Yukon's "Impaired Driving Prevention Coalition" (represented by various government and non-government members) continues to meet on a monthly 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.

Impaired Driving Prevention Coalition developed and distributed licence folders to all insurance companies and motor vehicle outlets throughout the Territory with appropriate "Drive Safe, Drive Sober" messaging.

◆ **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.*

In 2004 Highways and Public Works proposed an amendment to the Motor Vehicles Act that would make it an offence for a driver to refuse a field sobriety test but the proposal did not succeed at this time. However, if Bill C-16 passes Parliament, it would change the content of s. 254 of the Criminal Code and make it a criminal offence to refuse a demand to do a field sobriety test, which would also affect Yukon's Motor Vehicles Act. As the Motor Vehicles Act currently allows a police officer to impound a vehicle of a driver who violates s. 254 CC by refusing to supply a breath or blood sample, passage of Bill C-16 would also allow a peace officer to impound a vehicle when a driver refuses to do a field sobriety test.

- *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 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.*

The Transport Services Branch of Highways and Public Works has established an Impaired Driving Prevention Coalition team to deal with impaired driving issues. MADD as well as representatives from the Department of Justice, Department of Education, Party Program, local driving school, Yukon Liquor Corporation, Licensing Supervisor with MV, RCMP and the Driver Control board are members of this committee.

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

A member from the Department of Justice also participates on the “Impaired Driving Prevention Coalition Team” as an active participant and conduit to the Department of Justice to effectively relay/communicate impaired driving initiatives

◆ Other Activities

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

Directory of New Programs

ALBERTA

Program: Alberta Traffic Safety Plan Calendar

STRID Category: Education/Enforcement/Linkages

Implemented: Fall 2007

Contact Name: Jeanette Espie

Title: Executive Director, Office of
Traffic Safety

Organization: Alberta Infrastructure and Transportation (Several – Law
Enforcement Agencies/Traffic Safety Stakeholders)

Contact Number: (780) 427-8901

Synopsis:

In 2007 major law enforcement agencies held two comprehensive meetings 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.

Directory of New Programs

ALBERTA

Program: Enhanced Checkstop Program

STRID Category: Enforcement

Implemented: 2007

Contact Name: Jeanette Espie

Title: Executive Director, Office of
Traffic Safety

Organization: Alberta government (Law Enforcement Agencies)

Contact Number: (780) 427-6588

Synopsis:

The Alberta government has funded overtime costs in order to initiate enhanced Capital Region (Edmonton and surrounding area) impaired driving Checkstops involving RCMP, Edmonton Police Services, and the Sheriffs. This pilot project will be evaluated to determine if similar Checkstops should occur in other areas of the province and involve other key traffic safety topics (speed, occupant restraint, etc.).

Directory of New Programs

ONTARIO

Program: Escalating Sanctions for 0.05 BAC

STRID Category:

Implemented: Tentative Implementation for late 2008

Contact Name: Sue Lo

Title: Director

Organization: Ministry of Transportation

Contact Number: (416) 235-4050

Synopsis:

Once fully implemented, the *Safer Roads for a Safer Ontario Act, 2007* will introduce a number of new initiatives to help reduce drinking and driving:

- Increased licence suspension periods for drivers who blow in the 0.05-0.08 blood alcohol concentration (BAC) range:
 - 3 days for a first instance
 - 7 days for a second instance (and require drivers to take a remedial measures program)
 - 30 days for a third instance (and require drivers to take a remedial measures program and have ignition interlock installed for 6 months)

Directory of New Programs

ONTARIO

Program: Civil forfeiture of vehicles used in drunk driving offences

STRID Category:

Implemented: Proclaimed Feb 20, 2008

Contact Name:

Title:

Organization: Ministry of Attorney General of Ontario

Contact Number:

Synopsis:

- 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.

Directory of New Programs

ONTARIO

Program: Roadside Memorials

STRID Category:

Implemented: The first roadside memorial was placed September 13, 2007 on Highway 48.

Contact Name:

Title:

Organization: MADD Canada and MTO

Contact Number:

Synopsis:

- Ontario government signed MOU agreement with MADD Canada to place roadside signs in memory of those who have lost their lives as a result of a drunk driver. MTO will determine the safest location to place a memorial near the location of the fatality.

Directory of New Programs

ONTARIO

Program: “Arrive Alive DRIVE SOBER” campaign

STRID Category:

Implemented: Summer 2007

Contact Name:

Title:

Organization: Ontario Community Council on Impaired Driving

Contact Number:

Synopsis:

The campaign, which ran throughout the summer, aimed to increase the public’s awareness of the risks of both impaired driving, and drinking and boating. The ministry provided funding through the Road Safety Community Partnership Program for the campaign and the production of a public service announcement (PSA) about impaired boating.

Directory of New Programs

ONTARIO

Program: Shut Out Impaired Driving

STRID Category:

Implemented: Fall 2007

Contact Name:

Title:

Organization: Ontario Community Council on Impaired Driving

Contact Number:

Synopsis:

The campaign includes distribution of 17,000 home hosting kits through more than 50 community groups across Ontario and a public service announcement featuring Ottawa Senator Antoine Vermette distributed for play on radio, TV network and cable stations. The 2006-07 campaign featured the distribution of “Shut Out Impaired Driving” posters and drink coasters to licensed establishments.

Directory of New Programs

NORTHWEST TERRITORIES

Program: Drive Alive!

STRID Category: Public education

Implemented: November 29, 2007

Contact Name: Garry Dziwenka

Title: Senior Policy and Programs Analyst

Organization: Road Licensing and Safety

Contact Number: (867) 920-3068

Synopsis:

Drive Alive! is a consolidated road safety program for the NWT. It will draw together enforcement, youth, community groups, and industry to collaborate with the Department of Transportation on efforts to reduce the number of collisions, injuries and deaths on the roads and trails in the NWT. Impaired driving is a significant component of the program.

LIST OF OTHER AGENCIES

British Columbia

Rob Rorison
President
Mothers Against Drunk Driving
Greater Vancouver Chapter
948-12th Street
New Westminster, BC V3M 4K6

maddva@telus.net

Valerie MacLean
Executive Director
BC Crime Prevention Association
275 - 6450 Roberts Street
Burnaby, B.C. V5G 4E1
Telephone: 604-291-9959 Ext. 226
Fax: 604-291-9951
Toll Free: 1-888-405-2288

v.maclean@bccpa.org

Mark Medgyesi
Superintendent of Motor Vehicles
Ministry of Public Safety and Solicitor General
#4A - 940 Blanshard Street
Victoria, BC, V8W 9J2
Telephone: 250 387-5692 Fax: 250 356-5577

mark.medgyesi@gov.bc.ca

Alberta

Tom Ascroft
Lethbridge City Police
135 - 1st Avenue South
Lethbridge, AB T1J 0A1

tom.ascroft@police.lethbridge.ab.ca

Scott Wilson
Provincial Traffic Safety Coordinator
Alberta Motor Association
10310 - 39A Avenue
Box 8180 Station South
Edmonton, AB T6H 5X9

swilson@ama.ab.ca

Wendy Schilling
Alberta Motor Association
10310 39A Avenue
Box 8180 Station South
Edmonton, AB T6H 5X9

wendy.schilling@ama.ab.ca

Alberta

Kathy Belton
Alberta Centre for Injury Control and Research
(ACICR)
4075 RTF, 8308 114 Street
Edmonton, AB T6G 2V2

kathy.belton@ualberta.ca

James Bowron
Appellate Counsel
3rd Floor Bowker Building, 9833 109 Street
Edmonton, AB T5K 2E8

jim.bowron@gov.ab.ca

S/Sgt. Brett Marklund
Calgary Police Service
133 - 6th Avenue SE
Calgary, AB T2G 4Z1

bmarklund@calgarypolice.ca

Rick Butler
Calgary Police Service
133 - 6th Avenue SE
Calgary, AB T2G 4Z1

richard.butler@calgarypolice.ca

Louise Hayes
Organizational Liaison
Aboriginal Affairs & Northern Development
13th Floor, Commerce Place
10155 102 Street
Edmonton, AB T5J 4G8

louise.hayes@gov.ab.ca

Greg Schmidt
Youth Coordinator
Students Against Drinking & Driving
RR1, Site 3, Box 7
High River, AB T1V 1N1

greg@saddalberta.com

Jason Stolz
Students Against Drinking & Driving
PO Box 7220 Station E
Calgary, AB T3C 3M1

jason@saddalberta.com

Kent Verlik
Director, Retail Networks
Alberta Gaming and Liquor Commission
50 Corriveau Avenue
St. Albert, AB T8N 3T5

kent.verlik@aglc.gov.ab.ca

James Stiles
RCMP - K Division
11140 109 Street
Edmonton, AB T5G 2T4
Sam Hewson

james.stiles@rcmp-grc.gc.ca

sam.hewson@rcmp-grc.gc.ca

Alberta

RCMP - K Division
11140 109 Street
Edmonton, AB T5G 2T4

Bill Horne
Edmonton Police Service
9620 103A Avenue
Edmonton, AB T5H 0H7

Bill.Horne@police.edmonton.ab.ca

Bill Krull
Edmonton Police Service
9620 103A Avenue
Edmonton, AB T5H 0H7

Bill.Krull@police.edmonton.ab.ca

Ian Brooks
Edmonton Police Service
9620 103A Avenue
Edmonton, AB T5H 0H7

ian.brooks@police.edmonton.ab.ca

Louise Knox
Western Chapter Services Manager
MADD Canada - Western Region Office
#054, 10240 124 Street
Edmonton, AB T5N 3W6

lknox@madd.ca

Wayne Spychka
Prevention and Treatment
Alberta Alcohol and Drug Abuse Commission
6th Floor, Pacific Plaza Building
10909 Jasper Avenue
Edmonton, AB T5J 3M9

wayne.spychka@aadac.gov.ab.ca

Stacey Fishley
Medicine Hat Police Service
884 2nd Street SE
Medicine Hat, AB T1A 8H2

stafis@medicinehat.ca

Jim Rivait
Insurance Bureau of Canada
401, 10722 103 Avenue
Edmonton, AB T5J 5G7

jrivait@ibc.ca

Michael Debolt
Insurance Bureau of Canada
401, 10722 103 Avenue
Edmonton, AB T5J 5G7
Joyce McBean-Salvador
Alberta Occupant Restraint Program
K Division Traffic
11140 109 Street

mdebolt@ibc.ca

joyce.mcbean@rcmp-grc.gc.ca

Alberta

Edmonton, AB T5G 2T4

LaVerne Quennell
Operation Red Nose
PO Box 1846, Station Main
Edmonton, AB T5J 2P2

saferoad@telus.net

Craig Deimuth
Lethbridge City Policy
135 1st Avenue South
Lethbridge, AB T1J 0A1

craig.deimuth@police.lethbridge.ab.ca

Matthew Hoglund
6220 48 Avenue
Camrose, AB T4V 0K6

mhoglund@camrose.ca

Craig Marler
Calder Bateman Communications
10241 - 109 Street NW
Edmonton, AB T5J 1N2

cmarler@calderbateman.com

Eva Van Krugel
Calder Bateman Communications
10241 - 109 Street NW
Edmonton, AB T5J 1N2

evankrugel@calderbateman.com

Shellee Ritzman
Calder Bateman Communications
10241 - 109 Street NW
Edmonton, AB T5J 1N2

Sritzman@calderbateman.com

Eileen McDonald
Alberta Infrastructure & Transportation
Communications
2nd floor, Twin Atria
4999 - 98 Avenue, NW
Edmonton, AB T6B 2X3

eileen.mcdonald@gov.ab.ca

Gerry Shimko
Office of Traffic Safety
City of Edmonton
15th floor, Century Place
9803 - 102A Avenue
Edmonton, AB T5J 3A3
Kelly Holmes

gerry.shimko@edmonton.ca

Population Health Division
Alberta Health and Wellness
23rd Floor, Telus Plaza North Tower
10025 Jasper Avenue
Edmonton, AB T5J 2N3

Kelly.Holmes@gov.ab.ca

Alberta

Al Sauve
Sheriffs Branch
Alberta Solicitor General and Public Security
11th Floor, Legislature Annex, 9718 – 1007 Street
Edmonton, AB T5K 1E4

Al.Sauve@gov.ab.ca

Liz Owens
Office of Traffic Safety
Alberta Infrastructure & Transportation
Room 109, Main Floor, Twin Atria
4999 - 98 Avenue, NW
Edmonton, AB T6B 2X3

Liz.Owens@gov.ab.ca

Jeanette Espie
Office of Traffic Safety
Alberta Infrastructure & Transportation
Room 109, Main Floor, Twin Atria
4999 - 98 Avenue, NW
Edmonton, AB T6B 2X3

Jeanette.Espie@gov.ab.ca

Saskatchewan

Murray Sawatsky
Executive Director
Law Enforcement Services
Saskatchewan Justice
1874 Scarth Street, 7th Floor
Regina, SK S4P 3V7

msawatsky@justice.gov.sk.ca

Tim Spelliscy
S.A.D.D Saskatchewan Inc.
1870 Lorne Street, Room 207
Regina, SK S4P 2L7

sadd@sasktel.net

Sgt. Ian Mitchell
RCMP - "F" Division Traffic Services
Bag Service 2500
Regina, SK S4P 3K7
Harley Toupin
Executive Director
Saskatchewan Safety Council
445 Hoffer Drive
Regina, SK S4N 6E2

ian.mitchell@rcmp-grc.gc.ca

htoupin@sasksafety.org

MADD - Meadow Lake and Area
Box 1265
Meadow Lake, SK S9X 1X6

lauraf@jhsca.ca

Saskatchewan

Diane Fontaine
MADD - Saskatoon and Area
#2-1006, 8th Street East
Saskatoon, SK S7H 0S1

maddsask@sasktel.net

Inspector Don Ross
RCMP - "F" Division Traffic Services
Bag Service 2500
Regina, SK S4P 3K7

don.ross@rcmp-grc-gc.ca

Rena Fauchon - Smockum
MADD - Battlefords and Area
1521, 97th Street North
North Battleford, SK S9A 2Y1

rfauchon@lccsc.ca

Kelly Holstien
MADD - Regina
879 Retallack Street
Regina, SK S4T 2G9

kellyholstien@sasktel.net

Manitoba

Sgt. Wayne Blackmore
Division Traffic Analyst
Royal Canadian Mounted Police
1091 Portage Avenue, P.O. Box 5650
Winnipeg, MB R3C 3K2

Wayne.Blackmore@rcmp-grc.gc.ca

Mike Waite
Executive Director
Manitoba Safety Council
700-213 Notre Dame Avenue
Winnipeg, MB R3B 1N3

mwaite@mbsafety.org

Cst. Rob Riffel
Winnipeg Police Service
Traffic Division
P.O. Box 1680
Winnipeg, MB R3C 2Z7

Rriffel@winnipeg.ca

Rod Sudbury
President
MADD Winnipeg
586 River Ave.
Winnipeg, MB R3L 0E8

maddwinnipeg@shaw.ca

Rick Drennar

rdrennar@afm.mb.ca

Manitoba

Supervisor, Impaired Driver Program
Addictions Foundation of Manitoba
1031 Portage Avenue, 2nd Floor
Winnipeg, MB R3G 0R8

Ontario

Matt Evans
Provincial Coordinator
Ontario Students Against Impaired Driving
5770 Hurontario St., Suite 507
Mississauga, ON L5R 3G5

osaid@osaid.org

Marlo Harris
Support Supervisor
Alcohol and Gaming Commission of Ontario
20 Dundas St. West, 8th Floor
Toronto, ON M5G 2N6

marlo.harris@cbs.gov.on.ca

Dr. Bob Mann
Centre for Addiction and Mental Health
CSCR-Toronto
33 Russell Street
Toronto, ON M5S 2S1

robert_mann@camh.net

Al Reid
Countermeasures Coordinator
Ontario Provincial Police
3rd Floor, Lincoln M. Alexander Building
777 Memorial Avenue
Orillia, ON L3V 7V3

al.reid@jus.gov.on.ca

Anne Leonard
Executive Director
O.C.C.I.D.
1387 Bayview Ave., Suite 106
Toronto, ON M4G 3A5
Frances McKeague
Policing Services Division
Ministry of Justice
12th Floor, 25 Grosvenor Street
Toronto, ON M7A 2H3

occid@bellnet.ca

frances.mckeague@jus.gov.on.ca

Nancy Kiefer
Project Co-ordinator
Corrections and Community Safety Policy Branch
Ministry of Community Safety and Correctional
Services
9th floor, 25 Grosvenor St

nancy.kiefer@jus.gov.on.ca

Ontario

Toronto, ON M7A 2H3

Graham Boswell
Counsel - Policy Division
Ministry of the Attorney General
McMurtry-Scott Bldg
7th Floor, 720 Bay St
Toronto , ON M5G 2K1

graham.boswell@jus.gov.on.ca

Quebec

Marie Brillon
Directrice des programmes
Ligue de sécurité du Québec
533, rue Ontario est, bureau 206
Montreal, QC H2L 1N8

mbrillon@aqtr.qc.ca

Pierre-Andre Bernier
President
Fédération québécoise des centres de réadaptation
pour personnes alcooliques et autres toxicomanies
204, rue Notre-Dame ouest, Bureau 350
Montréal, QC H2Y 1T3

fqcrpat@fqcrpat.qc.ca

Géraldine Quesnel
Agente de planification, prévention des
blessures et sécurité
Régie régionale de la santé et des services
sociaux Montérégie
Direction de la santé publique
1255, rue Beauregard
Longueuil, QC J4K 2M3

16_rr_webmestre@ssss.gouv.qc.ca

Jean-Marie de Koninck
President
Opération Nez Rouge
2539, rue Marie-Fitzbach
Maison Couillard, Université Laval
Sainte-Foy, QC G1K 7P4

info@operationnezrouge.com

Hans Brouillette
Coordonnateur de l'information et des publications
Association des restaurateurs du Québec
7085, rue Beaubien Est
Montréal, QC H1M 2Y2

agil@arqc.qc.ca

Dany Bélisle
Président-directeur général
Tolérance Zéro
30, Notre-Dame Est

dany.belisle@tolerancezero.ca

Quebec

Victoriaville, QC G6P 3Z5

Johanne Morin
Directrice, Service aux sections - Québec
MADD Canada
1001 University, Local C26, Niveau A
Montréal, QC H3B 4L4

jmorin.maddqc@bellnet.ca

New Brunswick

Bill Walker
Director of Operations
N.B. Safety Council Inc.
440 Wilsey Road, Suite 204
Fredericton, NB E3B 7G5

info@nbsafety.com

Cst. Tammy Ward
Provincial TADD Coordinator
RCMP - Traffic Services "J" Division
P.O. Box 3900, 1445 Regent St.
Fredericton, N.B., E3B 4Z8

Tammy.Ward@rcmp-grc.ca

Bob Theriault
RCMP - Traffic Services "J" Division
P.O. Box 3900, 1445 Regent Street
Fredericton, NB
E3B 4Z8

bob.theriault@rcmp-grc.gc.ca

Nova Scotia

Jackie Norman
Executive Director
NS Safety Council
110 Chain Lake Drive, Unit 3F
Vantage Point 3 Bayer's Lake Industrial Park
Halifax, NS B3S 1A9

norman@nssafety.ns.ca

Carolyn Davison
Director
Nova Scotia Department of Health
Addiction Services
P.O. Box 488
Halifax, NS B3J 2R8

davisocj@gov.ns.ca

Mark Furey
Policing Services Consultant
Department of Justice
5151 Terminal Road, 8th Floor

fureymi@gov.ns.ca

Nova Scotia

Halifax, NS B3J 2L6

Chief Mark Mander
Kentville Police Service

mmander@ns.sympatico.ca

Matt Lowther
RCMP - HQ Building
3139 Oxford Street
Halifax, NS

matthew.lowther@rcmp-grc.gc.ca

Julian Young
Coordinator Injury Prevention & Control
Office of Health Promotion
Halifax, NS

youngjb@gov.ns.ca

Nick Barr
Service Nova Scotia and Municipal Relations

barna@gov.ns.ca

Susan Brushett
Injury Free Nova Scotia

susanbrushett@eastlink.ca

Prince Edward Island

Jill Lightwood
Office of Attorney General
PO Box 2000,
42 Great George Street
Charlottetown, PE C1A 7N8

jlightwood@gov.pe.ca

Sergeant Gary McLeod
Traffic Services, RCMP "L" Division
450 University Ave, Box 1360
Charlottetown, PE C1A 7N1

gary.mcleod@rcmp-grc.gc.ca

Chief Dave Poirier
Chief of Police Services
270 Foundry Street
City of Summerside, PE
C1N 1G1

dpoirier@city.summerside.pe.ca

Jodi Harper
SADD Co-ordinator
Highway Safety Division,
PO Box 2000, 33 Riverside Drive
Charlottetown, PE C1A 7N8

jsharper@gov.pe.ca

Sally Lockhart

sally@spectrumsolutions.com

Prince Edward Island

Island Network for Injury Prevention
220 Richmond Street
Charlottetown, PE C1A 1H5

Newfoundland and Labrador

Renee Ryan
Addictions Programs
Department of Health and Community Services
P.O. Box 8700
St. John's, NL A1B 4J6

reneecryan@gov.nl.ca

Marliese Janes
President
Newfoundland Safety Council
Regatta Plaza, 84-86 Elizabeth Ave., 2nd Floor
St. John's, NL A1A 1W7

info@safetycouncil.net

Northwest Territories

Students Against Drinking & Driving
St. Patrick High School
P. O. Box 2800
Yellowknife, NT X1A 2R2

Lona Hegeman
Injury Prevention Specialist
Department of Health and Social Services
Box 1320
Yellowknife, NT X1A 2L9

Lona_Hegeman@gov.nt.ca

Yukon

Jon Gaudry
Manager, Community Corrections
Adult Probation
2nd Floor, 301 Jarvis St.
Box 2703, J-5
Whitehorse, YK Y1A 2C6

jon.gaudry@gov.yk.ca

Jerry Francoeur
M Division Traffic Services
4100 - 4th Avenue
Whitehorse, YK Y1A 1H5

jerry.francoeur@rcmp-grc.gc.ca

Alvin Pederson

apederson@klondiker.com

President
MADD Whitehorse Chapter
P.O. Box 30097
Whitehorse, Yukon Y1A 5M2

Dee Balsam
Board and Council
Driver Control Board
Community Services C-18
P.O. Box 2703
Whitehorse, YT
Y1A 2C6

dee.balsam@gov.yk.ca

Canada

Andy Murie
Executive Director
MADD Canada
6507C Mississauga Rd.
Mississauga, Ontario L5N 1A6

amurie@madd.ca

Raynald Marchand
General Manager, Programs
Canada Safety Council
1020 Thomas Spratt Place
Ottawa, ON K1G 5L5

csc@safety-council.org

Eric Lamoureux
Manager, Government Relations & Public Safety
Canadian Automobile Association
1145 Hunt Club, Suite 200
Ottawa, ON K1V 0Y3

elamoureux@national.caa.ca

Fran Wdowczyk
The Student Life Education Company
1350 Weston Road
Toronto ON M6M4R5

edlife@on.aibn.com