
CCMTA Road Safety Report Series

MONITORING NOVICE DRIVER LICENSING INITIATIVES

Annual Monitoring Report 2001

Prepared For

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

by

Task Force on Monitoring Novice Driver Licensing Initiatives

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CANADIAN COUNCIL OF MOTOR TRANSPORT ADMINISTRATORS

The *Canadian Council of Motor Transport Administrators* is a non-profit organization comprising representatives of the provincial, territorial and federal governments of Canada which, through the collective consultative process, makes decisions on administration and operational matters dealing with licensing, registration and control of motor vehicle transportation and highway safety. It also includes associate members from the private sector and other government departments whose expertise and opinions are sought in the development of strategies and programs.

The work of CCMTA is conducted by three permanent standing committees which meet twice a year. The mandates of the standing committees are as follows:

- < The **Standing Committee on Drivers and Vehicles** is responsible for all matters relating to motor vehicle registration and control, light vehicle standards and inspections, and driver licensing and control.

- < The **Standing Committee on Compliance and Regulatory Affairs** is concerned with the compliance activities of programs related to commercial driver and vehicle requirements, transportation of dangerous goods and motor carrier operations in order to achieve standardized regulations and compliance programs in all jurisdictions.

- < The **Standing Committee on Road Safety Research and Policies** is responsible for coordinating federal, provincial and territorial road safety efforts, making recommendations in support of road safety programs, and developing overall expertise and strategies to prevent road collisions and reduce their consequences.

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All CCMTA standing committee meetings are open to industry stakeholders. Associate membership further allows private organizations and other government bodies with an interest in matters dealing with motor vehicle transportation and highway safety to be kept apprised of CCMTA activities and have formal access to CCMTA meetings and proceedings.

For further information on CCMTA projects and programs or associate membership, please contact the Secretariat.

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Section A: Task Force Overview

Mandate

To provide a compilation of recent novice driving licensing initiatives, monitor their effectiveness and produce an annual monitoring report, with recommendations if applicable to the year 2001.

Background

In October 2001, the *Task Force on Monitoring Novice Driver Licensing Initiatives* (MNDLI) annual survey was distributed to the jurisdictions in preparation for the final annual monitoring report of the Task Force mandate.

The intent of this final report is to report data on novice drivers and to update the report on initiatives currently being developed, introduced or amended. The number of data elements for this report have been reduced and amended to reflect the targets identified by both Transport Canada and the Canadian Council of Motor Transport Administrators (CCMTA). For example, “serious injuries” related to novice / young driver collision involvement (not “injuries”) have been tracked in order to reflect the performance indicators established as part of Vision 2010 targets. Subsequent to the publication of this final report, future novice driver documentation will be reported through the High-Risk Driver (HRD) Task Force of the CCMTA Standing Committee on Road Safety Research and Policies (RSRP).

Overview of Graduated and Probationary Licensing programs

Traditionally, driver licensing programs have been established to promote a safer driving environment by restricting licensure to those persons who demonstrate the minimum visual, cognitive and motor skills generally deemed necessary to safely operate a motor vehicle. These conventional licensing programs are usually basic in design, with equivalent licensure requirements across the entire driving-age spectrum.

A modification of the conventional licensing design, probationary licensing programs attempt to address the fact that novice drivers are more likely to be involved in a collision and have a greater likelihood of incurring traffic violations. By implementing a deterrent system targeted at offending novice drivers, such as with a demerit point system, the probationary program attempts to discourage unacceptable or risky driving practices and theoretically encourage safer lifelong driving behaviour.

Graduated licensing programs, however, are designed to expose the novice driver to the driving environment under conditions of reduced risk. The systematic, multi-stage phased-in approach to full licensure attempts to reduce the collision and conviction rates of novice drivers by establishing a more protective environment under which they can progressively gain driving experience and maturity.

Section B: Graduated or Probationary Licensing in Canadian Jurisdictions

Overview

The following section provides a brief description of the novice driving licensing initiatives currently in place in various Canadian jurisdictions. The information provided below is derived from excerpts of surveys submitted by the respective jurisdiction.

Alberta

Alberta's probationary licensing system has been in place since April 1988. This program consists of the following:

Learner's Licence

Applicants must be at least 14 years of age and complete a vision test and knowledge test to receive a class 7 licence. The class 7 licence permits a novice driver to operate a moped or to begin learning to drive vehicles listed under the Class 5 licence category (passenger vehicles). If you are at least 16 years old, a Class 7 licence allows you to drive a motorcycle as a learner. Under Alberta's probationary licensing system:

- Learner drivers may not drive with a Blood Alcohol Concentration of greater than 0.08 mg%.
- Learner drivers must be accompanied by a fully licensed driver (in appropriate class), who is at least 18 years of age.
- If under the age of 18, a licence application must be signed by a parent or guardian.

Probationary Licence

After successful completion of the road test, the novice driver graduates to a Probationary Licence. Following the 24 month Probationary Licence period, the novice driver can be issued a standard Driver's Licence upon application. The probationary term includes progressive interventions:

- Cautionary notice when 8 demerit points have been reached.
- Hearings before the Driver Control Board at lower levels than a fully licensed driver.

Alberta is developing a full Graduated Driver Licensing Program with a target implementation of 2003.

The Graduated Licensing Program in B.C. consists of the following 2 stages:

Learner Stage (Class 7 or 8 Learner's Licence)

At 16 years of age novice drivers are eligible to take the required vision test and knowledge test to qualify for Class 7 (passenger car) or Class 8 (motorcycle) Learner's Licence. The Learner Stage consists of the following conditions:

- Learner Stage lasts for a minimum of 6 months, reducible to 3 months with the completion of an approved driver education course.
- Novice driver must not have a Blood Alcohol Concentration (BAC) of greater than 0 mg%.
- Must clearly display "L" sign when driving.
- A licensed adult supervisor holding Class 5 or higher full licence (passenger car) must be seated beside Class 7 learner; a Class 8 learner must be followed or observed by an adult supervisor holding Class 6 full licence (motorcycle); this restriction is removed upon qualification on the Motorcycle Skills Test.
- Passenger limit (for Class 7 learner, only supervising adult and one additional passenger permitted; for Class 8, no passengers).
- Driving hours for learner drivers are limited - for Class 7 learner, no driving between midnight and 5am; for Class 8 learner, no driving between dusk and dawn.
- Learners may not apply for a commercial driver's licence the Graduated Licensing Program has been successfully completed.
- Demerit point threshold is lower for Learner Drivers.
- Following the completion of Level 1 Road Test learner drivers exit stage to class 7 and/or 8 driver's licence.

Novice Phase (Class 7 or 8 Intermediate Driver's Licence)

Following the successful completion of the Level 1 Road Test, the novice driver enters the intermediate stage, which consists of the following:

- Driver remains in novice phase for a minimum of 18 months.
- Novice driver must not have a Blood Alcohol Concentration (BAC) of greater than 0 mg%.
- Novice driver must clearly display "N" sign while driving.
- The commercial licence restriction and lower demerit point threshold remain in effect.
- Novice drivers must successfully complete Level 2 Road Test to exit intermediate stage and graduate to full Class 5 licence (passenger car) and/or full Class 6 licence (motorcycle).

Manitoba is currently in the process of implementing a Graduating Driver Licencing Program (GDL). The program was officially announced in April 2001 and the first stage was implemented effective October 1, 2001. Full Graduated Driver Licensing will be effective January 1, 2003, and the following restrictions will be implemented:

Learner Stage (minimum 9 months)

Applicants must be 16 years of age or (15 ½ if enrolled in a Driver Education Course) and complete a vision test and knowledge test before entering Learner's Stage. The Learner's Stage includes the following conditions:

- Learner drivers must maintain a Blood Alcohol Concentration (BAC) not exceeding 0 mg%.
- A licensed driver seated in the front seat must accompany the learner driver. The accompanying driver must have at least 3 years driving experience and a BAC not exceeding 0.05 mg%.
- Passengers are limited to the number of working seat belts to the rear of the driver.
- To be eligible for road test learner drivers must be 16 years of age and have been in the Learner Stage for a minimum of 9 months.
- Learner drivers must successfully pass a road test to enter the intermediate phase.
- No towing.
- No authorized instruction in a higher class.
- Not permitted to operate a class 3 motor vehicle registered as a farm truck.
- Not permitted to operate an ORV along or across highways.

Intermediate Stage (minimum 15 months)

- Intermediate drivers must maintain a BAC not exceeding 0 mg%.
- From midnight to 5 a.m., the intermediate driver can drive alone or with one passenger. If there are more passengers, a supervising driver is required as the only front seat passenger. Passengers in the rear are restricted to the number of working seat belts in the rear.
- From 5 a.m. to midnight, novice drivers may carry one passenger in the front seat and as many passengers in the rear as there are working seat belts.
- This stage lasts for a minimum of 15 months.
- A 0 mg% BAC restriction remains in place for one year after the novice earns a full licence.

Drivers automatically graduate to the "Full" Stage once they complete the 15 month Intermediate Stage.

Class 6 Learner Stage (minimum 9 months)

Applicants must be 16 years of age and complete a vision test, knowledge test and complete a motorcycle training course before entering the learner's stage. The Learner's Stage includes the following conditions:

- The driver must maintain a BAC not exceeding 0 mg% while operating a motorcycle.
- No passengers.
- No towing permitted.

- May operate only during the daylight hours ($\frac{1}{2}$ hour after sunrise to $\frac{1}{2}$ hour before sunset)
- To be eligible for the road test the driver must be 16 years old and have been in the Learner's Stage for a minimum of 9 months.
- The driver must pass a motorcycle road test to enter into the Intermediate Stage.

Intermediate Stage (minimum 15 months)

- The driver must maintain a BAC not exceeding 0 mg% while operating a motorcycle.
- May carry a passenger.
- May tow a vehicle.

Newfoundland and Labrador

Newfoundland implemented a Graduated Driver Licence Program on January 1st, 1999. All novice drivers are required to undergo a Graduated Licensing process consisting of two levels.

Level 1

Applicants are eligible to take a vision test and knowledge test to obtain a Learner's Class 5 (passenger car and light truck) permit at 16 years of age. Parental consent is required if the applicant is under 19 years of age. This initial phase lasts 12 months reducible to 8 months if approved Driver Training Program is completed. Restrictions imposed during the initial phase include:

- Novice driver must not have a Blood Alcohol Concentration (BAC) of greater than 0 mg%.
- Novice driver must be accompanied by a licensed driver with at least 4 years of experience in the appropriate class. The accompanying driver must not have a BAC exceeding 0.05 mg%.
- Limited driving hours - driving prohibited from midnight to 5 a.m.
- No passengers other than accompanying driver. Parents or guardians may accompany formal driver education instructor during novice driver formal training sessions.
- Must post novice driver sign.
- Must complete road test to advance to Level 2 and have no demerit point of criminal code suspensions.

Level 2

This stage consists of an additional 12 month time period, after which the novice driver will exit and assume full driving privileges. Level 2 includes the following conditions:

- A licensed driver must accompany the novice driver during this phase. The accompanying driver must not have a BAC exceeding 0.05 mg%.
- Limited driving hours – driving prohibited from midnight to 5 a.m. Exemptions for travel to and from work.
- Passengers restricted to number of seatbelts available.
- Novice driver must not have a BAC of greater than 0 mg%.

Northwest Territories

Currently, the Northwest Territories does not have a novice or graduated licensing program. However, options for implementing a graduated licensing system in the future are presently being explored. The current learner licence system consists of the following:

- Blood Alcohol Concentration (BAC) limit same for both novice and fully licensed drivers (0.08 mg%).
- Novice driver must be accompanied by a fully licensed driver with at least 2 years of experience.
- 30 day restriction, and an age restriction of 16 years, before a novice driver is eligible to take a road test.
- Novice driver can graduate to full licensure upon the successful completion of the required road test.

Nova Scotia's Graduated Driver Licensing System came into effect on October 1st, 1994. This program consists of the following 2 stages:

Class "L" Learner Stage

Applicants, who must be at least 16 years of age, enter the learner stage after successfully completing the required vision test and knowledge test. This stage consists of the following conditions:

- Class "L" driver must be accompanied by an experienced Regular Licensed Status Driver seated in vehicle front passenger seat.
- No passengers other than required accompanying driver except in a driver training situation.
- Class "L" driver must not have a Blood Alcohol Concentration (BAC) of greater than 0 mg%.
- Must remain in the Learner Stage for 6 months before applying for road test. This period may be reduced to 3 months if the Class "L" driver successfully completes an approved Driver Training program.

Class "N" Newly Licensed Driver Stage

Drivers graduate to the Newly Licensed Driver stage (N) upon successful completion of a road test. The Newly Licensed Driver Stage consists of the following:

- Class "N" driver must not have a BAC of greater than 0 mg%.
- Class "N" driver may not drive between Midnight and 5am unless accompanied by a Regular Licensed Status Driver.
- A Nighttime Driving Exemption for work purposes during the curfew time may be applied for at a cost of \$25.00 per exemption.
- Number of passengers limited to number of available seatbelts.
- Class "N" driver remains in the Newly Licensed Driver Stage for 2 years. During that time the Class "N" driver must complete an approved driver improvement course or full driver training program to exit Newly Licensed Driver Stage and become a fully licensed driver.

Ontario's Graduated Licensing System came into effect in April 1994, replacing the previous probationary driver licensing system.

It consists of the following two stages:

G1 Stage

Applicants must be at least 16 years of age and complete a vision test and knowledge test. G1 drivers may drive under the following conditions:

- Must be accompanied by a fully licensed driver with at least 4 years of experience and a Blood Alcohol Concentration (BAC) less than 0.05 mg%.
- Prohibited from driving on Ontario 400 series highways or high speed expressways (i.e. QEW, Don Valley Parkway).
- Limited driving hours, no driving between 12 a.m. and 5 a.m.
- 0 mg% BAC.
- This 12-month period may be reduced by 4 months if the novice driver completes an approved Driver Education Course.
- Passengers limited to number of seatbelts in vehicle, no passenger other than accompanying driver permitted in front seat.
- Upon successful completion of a G1 road test, driver enters the G2 stage.

G2 Stage

This stage consists of an additional 12-month period. This period cannot be reduced. During this stage novice driver must comply with the following:

- 0 mg% BAC.
- Passengers limited to number of seatbelts in vehicle.
- Novice drivers are required to successfully complete the G2 road test to graduate from this stage and become a fully licensed driver.

Note: All novice drivers who hold a G1 or G2 class driver's licence or any combination of novice class licence (passenger car and motorcycle novice licence at various levels) have 5 years to complete the Graduated Licensing Program and obtain a full class licence. A novice class licence is not renewable. If a novice driver does not exit out of the Graduated Licensing System within the required 5 years their licence expires. A novice driver may re-qualify for their current novice level or a lower novice level. To re-qualify the novice driver must retake the appropriate knowledge or road test for the novice level they are reapplying for and pay an additional 5 year licensing fee. After re-qualification the novice driver restarts the 5 year time period they have to exit the Graduated Licensing System.

Québec's current Graduated Licensing System emerged from changes made in June 1997. This 2-stage program consists of the following:

Learner's Permit Drivers

Applicants of at least 16 years of age are eligible to obtain a Learner's Permit after successfully completing a vision test and knowledge test. Learner's Permit drivers must comply with the following:

- Hold Learner's Permit for a period of 12 months. Period may be shortened to 8 months with successful completion of a non-mandatory practical course.
- Must be accompanied by a fully licensed driver with at least 2 years of experience.
- 0 mg% Blood Alcohol Concentration (BAC).
- Lower demerit point threshold (4 instead of 15).

Probationary Drivers

Upon completion of the Learner's Permit stage road test, novice drivers under the age of 25 enter the Probationary Driver stage. Learner's Permit drivers 25 years of age and older, however, receive full licensure upon successful completion of the road test. Probationary drivers remain in this stage for 24 months or until they reach 25 years of age, whichever comes first, before exiting the Probationary stage and becoming fully licensed drivers. The Probationary Driver stage consists of the following conditions:

- 0 mg% BAC.
- Lower demerit point threshold.

On August 1st, 1996, Saskatchewan introduced a new licensing program for novice drivers, the Probationary Driver's Program (PDP). This program consists of the following:

Learner's Phase

Applicants are eligible to take a vision test and knowledge test to obtain a learner's permit at the age of 15 if they are enrolled in Department of Education driver training; otherwise, the minimum age for entry into the novice driver program is 16 years of age. Learner's phase drivers must comply with the following conditions:

- As of February 1st, 2001, learner's phase drivers must maintain a zero BAC.
- If 15 years of age, a learner's phase driver must be accompanied by a parent or guardian. If 16 years of age or older, the driver must be accompanied by a co-pilot with at least one year of experience within the past three years at Class 5 or better.
- A learner's phase driver must hold a learner's licence for at least six months, complete the driver education requirement, and be at least 16 years of age before taking the Class 5 road test for a probationary licence.

Probationary Phase

Once a novice driver obtains a Class 5 licence, the learning driver becomes a probationary driver and begins a 24-month probationary period.

As of February 1st, 2001, probationary drivers must maintain a zero BAC. Probationary drivers must also attend an interview to discuss their driving records if they have obtained one "high risk" (e.g., without due care, stunting, no licence) or two "low risk" (e.g., yield, stop sign, speeding) traffic convictions. If the licence of a probationary driver is suspended (administratively) for violating the zero BAC limit or the driver is required to attend an interview to discuss his or her driving record, this period is extended to 36 months.

On September 11, 2000, a Graduated Driver Licence Program was implemented in the Yukon. This program allows all new drivers to progress through 2 driving stages in a controlled environment before gaining full driving privileges. The structure of the program is outlined below:

Learner Phase

- To be eligible to enter the Learner phase the applicant must be 15 years of age, and must have passed a written and eye examination.
- Zero tolerance for alcohol or drugs.
- A licensed driver must accompany the learner driver at all times during the initial phase.
- Learner drivers are not permitted to drive from midnight to 5 a.m.
- During the learner phase, the learner driver is restricted to carrying 2 passengers.
- The duration of the learner phase is 6 months¹.
- Learner drivers must gain 50 hours of driving experience (30 hours daytime, 10 hours in darkness, and 10 hours of winter driving). The number of hours spent driving during a Driver Education course contribute towards the required total hours of driving experience.
- In order to exit the learner phase the applicant must be at least 16 years of age and pass a road test. The learner driver must also have not incurred demerit points and suspensions or violated the conditions of the graduated licensing program.

Novice Phase

- Zero tolerance for alcohol or drugs continues to be required of novice drivers in this phase.
- A licensed driver must accompany the novice between midnight and 5 a.m.
- Novice drivers are restricted to carrying one teen and one young person (age 12 or under) if not accompanied by an adult (20 years of age and older). Passengers are limited to number of seat belts within the vehicle if accompanied by an adult (20 years of age and older).
- The duration of the novice phase is 18 months¹.
- In order to pass from the novice phase to full driving privileges no road test is required. No demerit points, suspensions or violations of the conditions of the graduated licensing program are permitted.

¹ The required duration of time in each phase is not reduced by completing a Driver Education course.

Section C: Additional Reported Novice Driver Licensing Information

Overview

The following section provides a summary of additional information provided by various jurisdictions in response to the CCMTA Novice Driver Licensing Survey 2000. The specific areas where additional information was requested by the survey included;

- changes made to current system since the development of the previous report;
- current trends involving novice drivers and corresponding initiatives being targeted to address those trends, if applicable;
- any evaluation of current system and details concerning the methodology of program evaluation; and
- details of changes to the current system under consideration, if applicable.

Alberta

In 2003, Alberta will introduce a graduated licensing system. Best practices in Graduated Driver Licensing are also being tracked to determine the components found to be most effective. The proposed new program includes:

Stage One: Learner

- a) Must hold a Learner's Licence (Class 7) for at least 1 year
- b) Must be accompanied by a fully licensed (non-probationary) driver who is 18 years of age or older and who is seated next to the driver
- c) Not permitted to drive from midnight to 5 a.m.
- d) No more passengers than seat belts
- e) Fewer demerit points are allowed than for fully licensed drivers
- f) Have a zero alcohol level

Stage Two: Probationary

- a) Must spend a minimum of 2 years as a Probationary Driver
- b) No more passengers than seat belts
- c) Fewer demerit points are allowed than for fully licensed drivers
- d) Have a zero alcohol level
- e) No upgrading to a commercial licence
- f) Cannot service as an accompanying driver to a Learner
- g) Have been suspension free for the last year of the 2-year Probationary Stage
- h) Pass an advanced road test

British Columbia

British Columbia's Graduated Licensing Program (GLP) was introduced in three phases beginning in August 1998. The first phase introduced new licence classes (for Learner and Novice Drivers), GLP driving restrictions, Enhanced Adjudication Sanctions, a new manual for drivers and co-pilots, GLP-approved Driver Education

courses, Driver training curriculum, and a 5-day Driving Instructor Training Course. The second phase implemented in January 2000, introduced the Level 2 (Class 5 and 6) exit tests for GLP vehicle drivers and motorcycle riders. The third phase, implemented in the fall and winter of 2000, introduced enhanced knowledge tests, enhanced Level 1 (Class 7 and 8) road tests (for passenger vehicle and motorcycle), enhanced motorcycle skill test, new safe driving and riding guides, and inclusion in GLP of out-of-province drivers with less than 540 days driving experience.

Evaluation of the program has been planned but not yet completed. The basic design is a cohort study with historical comparison group of new drivers and a sample size of approximately 110,000 new drivers (50,000 from the graduated licensing program and 60,000 for prior to the Graduated Licensing Program). The outcome indicators are frequency and severity of crashes, new driver crash rates and violation rates.

Manitoba

Manitoba is currently in the process of implementing a Graduating Driver Licensing Program (GDL). GDL is being implemented in a phased-in approach. The first initiative is effective October 1, 2001 and is the O BAC component for novice drivers. The next stage is effective April 1, 2001 and is the introduction of the 9 month waiting period for learner drivers. Learner driver must wait 9 months before taking the road test in Manitoba. Full GDL is scheduled to be implemented effective January 1, 2003.

Nova Scotia

The most recent evaluation of Nova Scotia's Graduated Driver Licensing program was conducted by the Traffic Injury Research Foundation (TIRF); "Impact of the graduated driver licensing program in Nova Scotia" was published in 1999. The report is currently available on the province's website (<http://www.gov.ns.ca/snsmr/rmv/tirf/>). TIRF is presently undertaking a second evaluation of the Graduated Driver Licensing program.

Ontario

Ontario completed a preliminary evaluation of its Graduated Licensing System in May 1998. The "Graduated Licensing System Evaluation: Interim Report '98" is a before and after study that tracks and compares the collision history of the 1993 and 1995 novice driver populations. 1993 was selected as the last complete calendar year before the implementation of the Graduated Licensing System. 1994 was excluded from the analysis because it was a transitional year, with Graduated Licensing implemented in April of that year. 1995 was used as the first complete calendar year after graduated licensing.

The preliminary study concluded that the overall collision rate per 10,000 licensed drivers for 1995 novice drivers was 31 per cent lower than the rate observed for 1993 novice drivers. By contrast, only a 4 per cent drop was observed for the general driving

population over the same time period. This indicates that the drop in novice driver collision rates is largely due to the Graduated Licensing System.

Saskatchewan

In Saskatchewan a trend of continuing over-representation of novice drivers in at-fault collisions has been observed. This trend has remained virtually unchanged since the introduction of probationary licensing in August 1996. An evaluation compared at-fault collision experience in the three-year periods before and after the introduction of the probationary licensing program by calculating the collision rates per 10,000 new drivers. The post-period rate of 1,324 compares with the pre-period rate of 1,370.

A graduated licensing program is under development in Saskatchewan. No decisions about program content or timing have been made. Public consultation is expected to begin early in 2002.

On February 1st, 2001, a zero blood alcohol content limit for learning and probationary drivers was introduced in Saskatchewan.

Yukon

To date no thorough evaluation of the graduated licence program has been performed as the program was implemented in Fall 2000. The program continues to be monitored for volume.

Section D: Novice Driver Collision Trends (Charts)

Overview

The following section provides charts, for each jurisdiction depicting trends surrounding age specific involvement in the following;

- Fatal collisions by age category.
- Collisions involving serious injuries by age category.

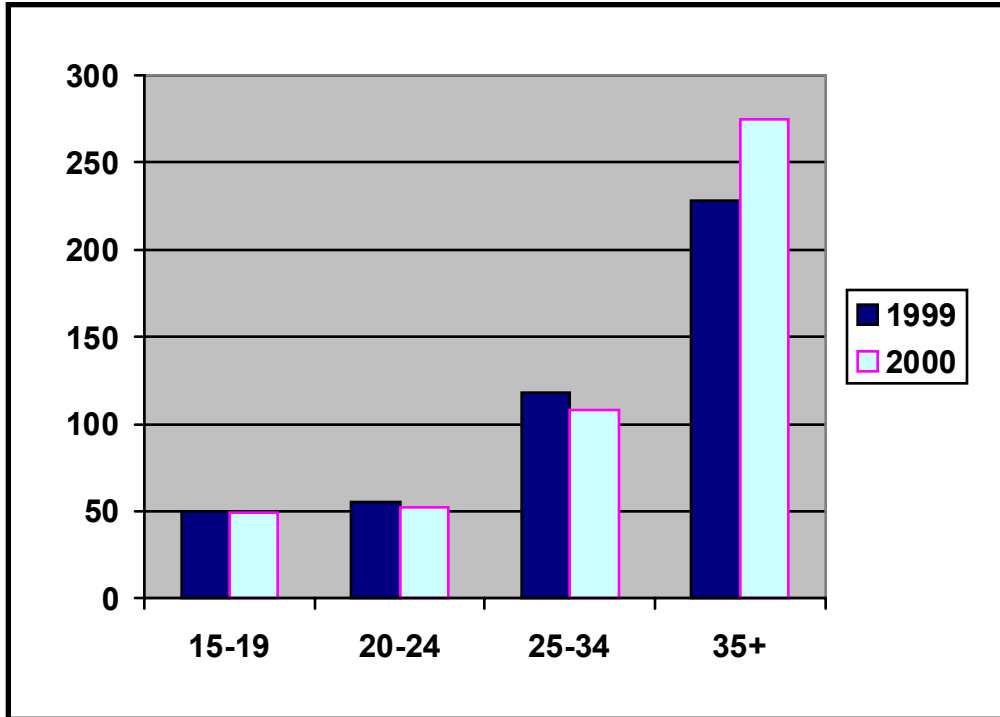
The years of study are 1999 and 2000.

The following charts are meant for the Novice Driver Initiatives Task Force and Standing Committee on Road Safety Research and Policies discussions.

It is emphasized that caution should be exercised when interpreting the data presented in this section, bearing in mind that jurisdictions with smaller licensed driver populations may experience relatively larger annual statistical fluctuations than that of jurisdictions with larger licensed driver populations.

Data was collected from the Novice Driver Licensing Survey, distributed to the Road Safety Research and Policies Standing Committee representatives.

**Number of Drivers Involved in Fatal Collisions
by Age Category**



Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions
16-19	153,489	50	156,012	49
20-24	207,057	55	211,577	52
25-34	454,646	118	459,063	106
35+	1,349,373	228	1,388,904	275
Total	2,164,565	451	2,215,556	482

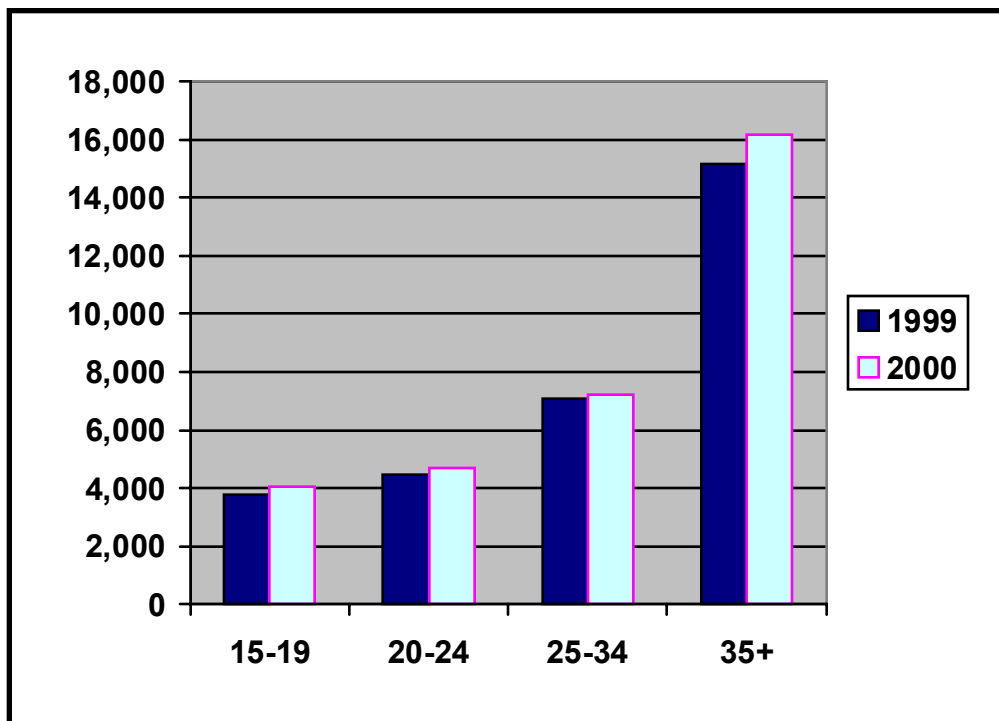
Total # of Registered Vehicles in Jurisdiction	1999	2000
	2,186,503	2,252,725

*As of December 31

**Includes drivers and motorcyclists involved in collisions

“**Fatal Collision**” – A collision is deemed fatal if it has resulted in the death of at least one person who dies within 30 days of the collision.

Number of Drivers in Collisions Involving Serious Injuries by Age Category



Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Serious Injuries	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Serious Injuries
16-19	153,489	3,749	156,012	4,019
20-24	207,057	4,461	211,577	4,712
25-34	454,646	7,052	459,063	7,224
35+	1,349,373	15,182	1,388,904	16,143
Total	2,164,565	30,444	2,215,556	32,098

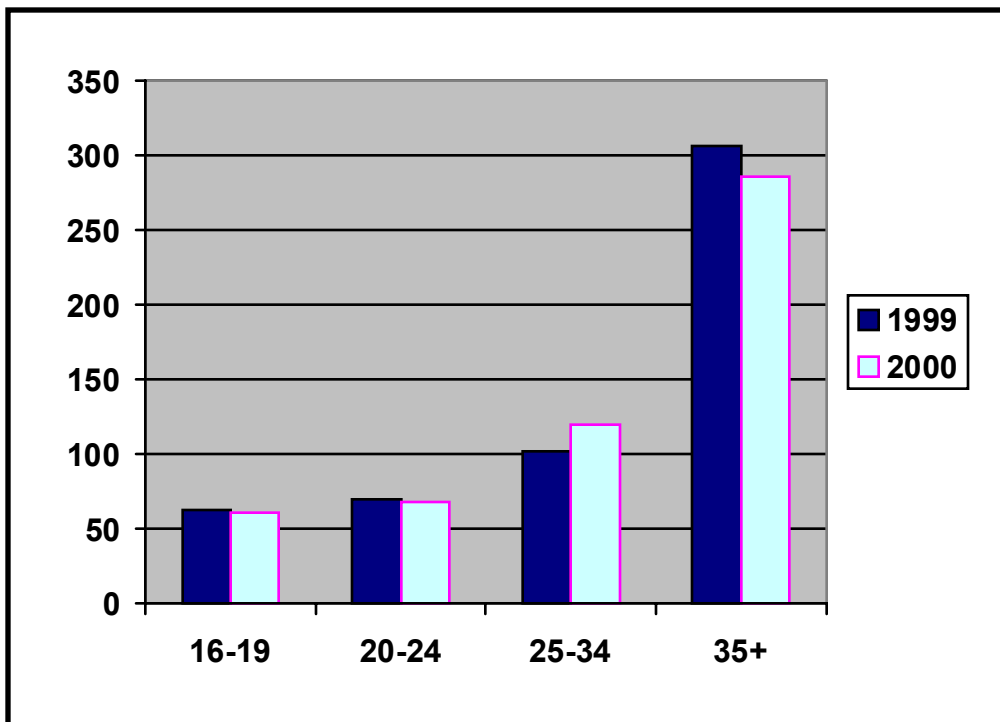
Total # of Registered Vehicles in Jurisdiction	1999	2000
		2,186,503

*As of December 31

**Includes drivers and motorcyclists involved in collisions

“Collision Involving Serious Injury” includes persons with injuries or complaint of pain that went to hospital and were subsequently admitted even if for observation only.

**Number of Drivers Involved in Fatal Collisions
by Age Category**



Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions
16-19	147,781	63	147,373	61
20-24	214,928	70	216,092	68
25-34	518,411	102	506,439	120
35+	1,852,651	306	1,881,944	286
Total	2,733,771	541*	2,751,848	535**

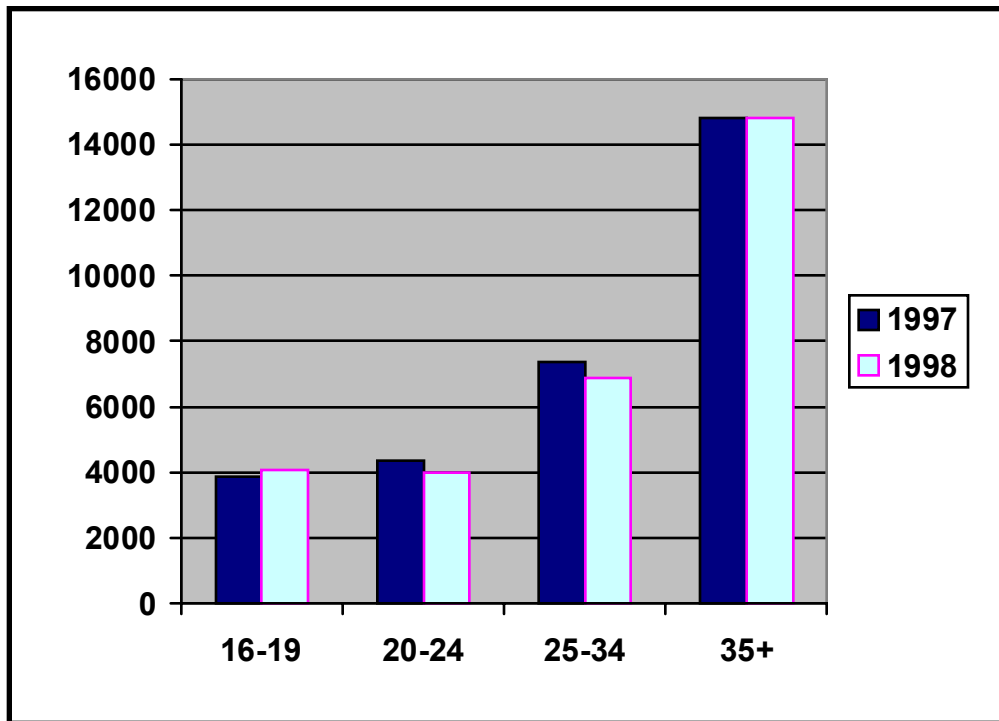
Total # of Registered Vehicles in Jurisdiction	1999	2000
		3,279,359

*Total numbers of drivers involved in collisions in 1999 do not include drivers under the age of 16 (2 in a fatal collision and 65 in an injury collision) or those for whom age was unknown (7 in a fatal collision and 663 in an injury collision).

**Total numbers of driver involved in collisions in 200 do not include drivers under 16 (4 in a fatal collision and 56 in an injury collision) or those for whom age was unknown (9 in a fatal collision and 650 in an injury collision).

“**Fatal Collision**” is any motor vehicle or other road vehicle collision occurring on a “public highway” (as defined in the Motor Vehicle Act) which results in fatal injuries to one or more persons and these persons are deceased within 30 days of the collision. The counts provided are the number of police reported fatal collisions. Due to time lags in reporting, the counts for 2000 are subject to change.

Number of Drivers in Collisions Involving Injuries by Age Category



Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Injury	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Injury
16-19	147,781	3,711	147,373	3,794
20-24	214,928	4,243	216,092	4,093
25-34	518,411	6,720	506,439	6,394
35+	1,852,651	15,486	1,881,944	15,711
Total	2,733,771	30,160*	2,751,848	29,992**

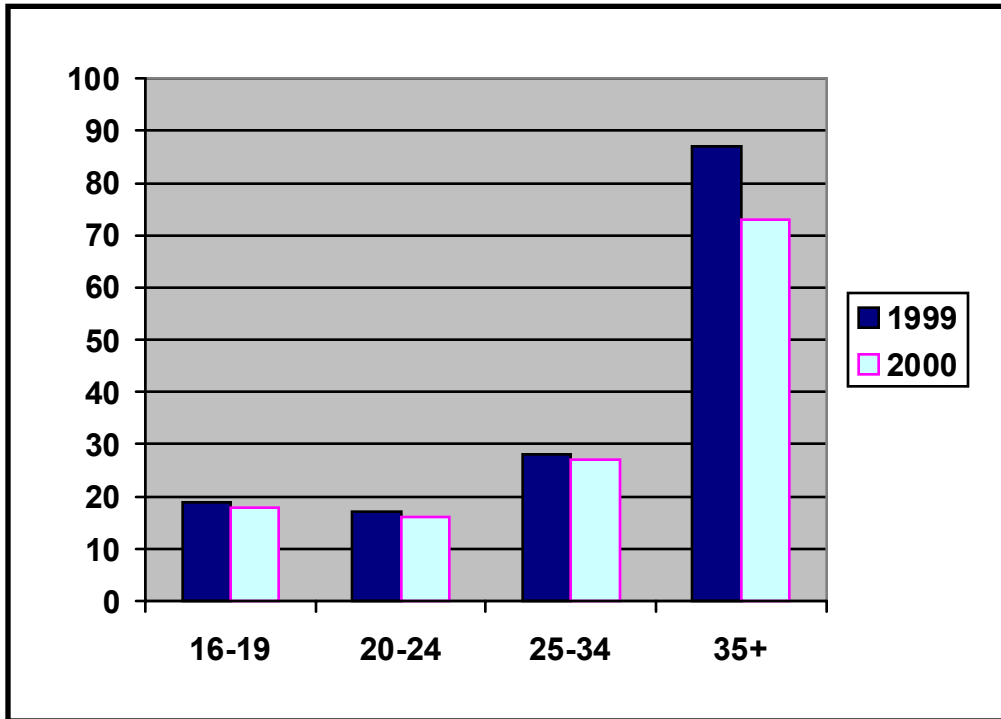
Total # of Registered Vehicles in Jurisdiction	1999	2000
	3,279,359	3,326,423

*Total numbers of drivers involved in collisions in 1999 do not include drivers under the age of 16 (2 in a fatal collision and 65 in an injury collision) or those for whom age was unknown (7 in a fatal collision and 663 in an injury collision).

**Total numbers of driver involved in collisions in 2000 do not include drivers under 16 (4 in a fatal collision and 56 in an injury collision) or those for whom age was unknown (9 in a fatal collision and 650 in an injury collision).

“Collision Involving Injury” includes all reportable collisions involving any injury resulting from the collision.

**Number of Drivers Involved in Fatal Collisions
by Age Category**



Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions
16-19	43,045	19	43,607	18
20-24	54,880	17	54,581	16
25-34	119,473	28	116,517	27
35+	455,426	87	460,827	73
Not Stated		0		2
Total	672,824	151	675,532	136

*Above population number represents the column total and does not include those individuals 14 years and younger.

** All drivers involved in fatal collisions (non-fault and at-fault) are reported.

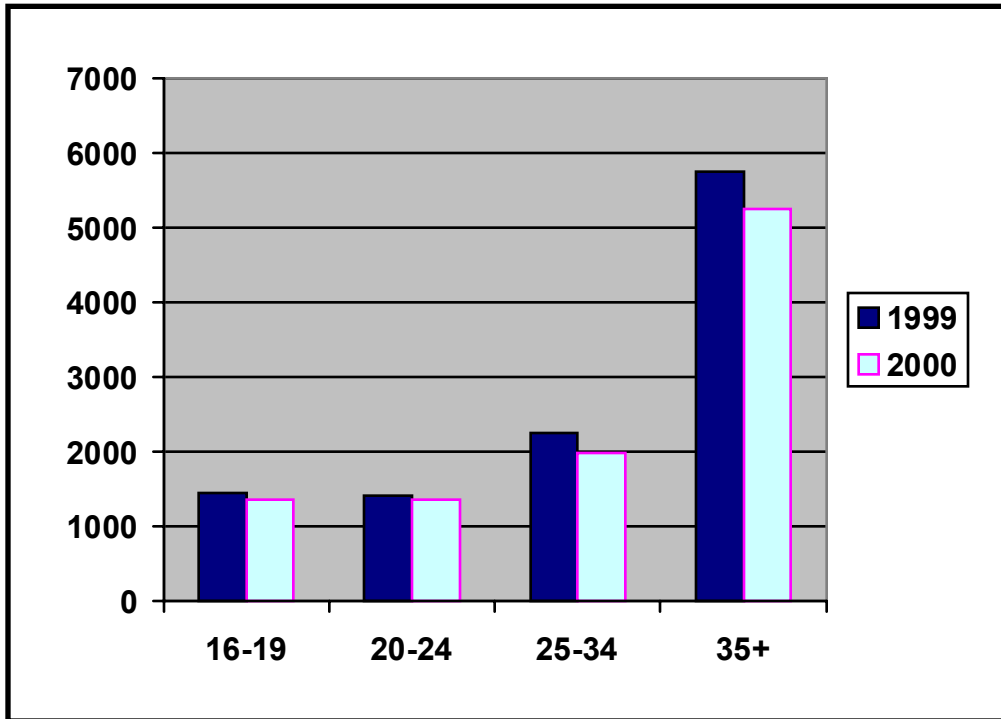
Total # of Registered Vehicles in Jurisdiction	1999	2000
		791,840

***Vehicle registration figures for 1999 and 2000 exclude lapsed, cancelled and suspended vehicle registrations.

“**Fatal Collision**” is where an injured victim dies within 30 days from date of accident.

“**Number of Licensed Drivers**” – active driver includes the annual average of drivers on file with a driver licence expiry date in the future.

**Number of Drivers In Collisions
Involving Injuries by Age Category**



Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions
16-19	43,045	1,455	43,607	1,352
20-24	54,880	1,416	54,581	1,360
25-34	119,473	2,248	116,517	1,981
35+	455,426	5,750	460,827	5,245
Not Stated		1,227		2,005
Total	672,824	12,096	675,532	11,943

*Above population number represents the column total and does not include those individuals 14 years and younger.

**All injuries have been reported

*** All drivers involved in injury collisions (non-fault and at-fault) are reported.

Total # of Registered Vehicles in Jurisdiction	1999	2000
		791,840

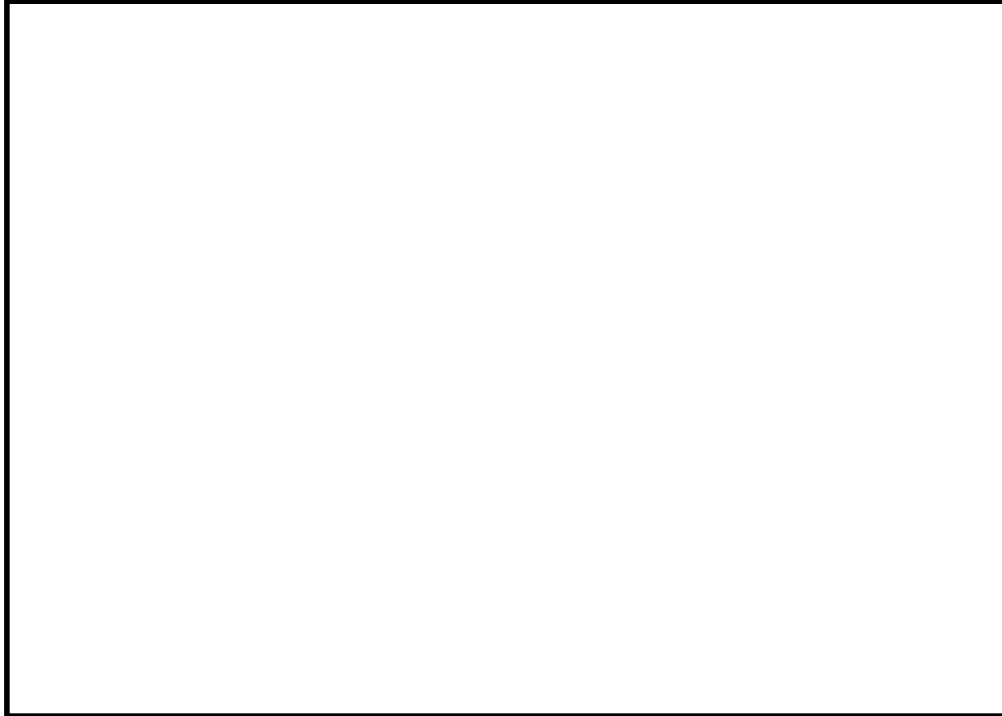
****Vehicle registration figures for 1999 and 2000 exclude lapsed, cancelled and suspended vehicle registrations.

“Collision Involving Injuries” minimal (no hospital treatment), minor (treated and released), major (admitted and unspecified).

“Number of Licensed Drivers” – active driver includes the annual average of drivers on file with a driver licence expiry date in the future.

Newfoundland and Labrador

Number of Drivers Involved in Fatal Collisions
by Age Category



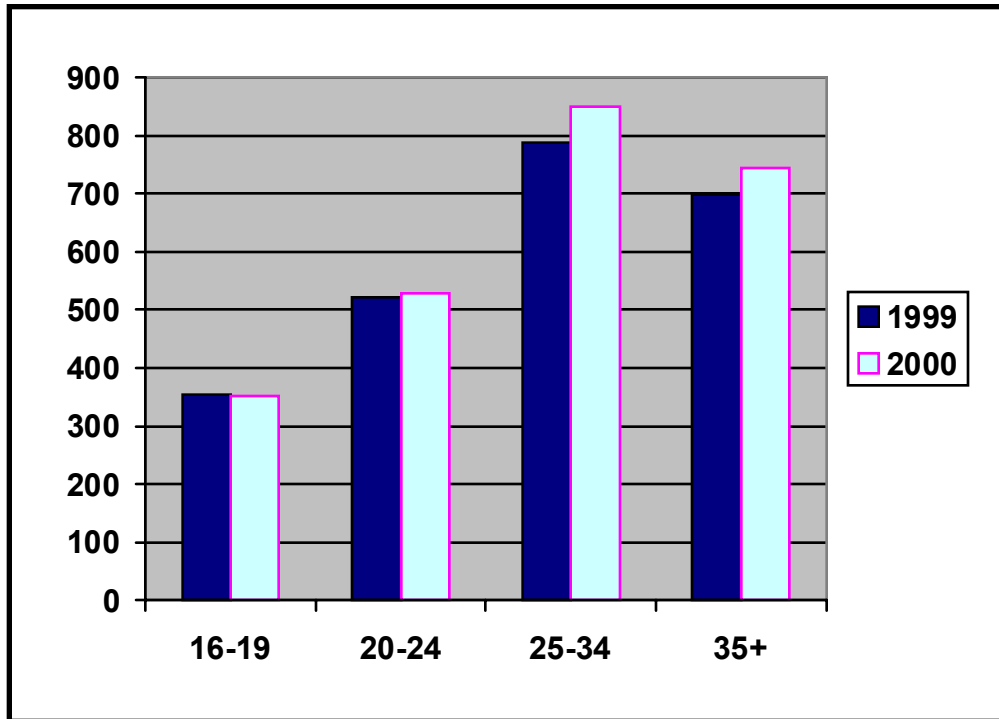
Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions
16-19	16,307	4	14,133	3
20-24	30,880	7	29,747	7
25-34	67,363	10	65,100	9
35+	228,014	7	233,571	13
Total	349,336	28	349,189	32

Total # of Registered Vehicles in Jurisdiction	1999	2000
		441,094

“Fatal Collision” refers to a collision causing death at the scene, on arrival at hospital or death after arriving at hospital within 30 days of the collision.

Newfoundland and Labrador

Number of Drivers in Collisions Involving Injuries by Age Category



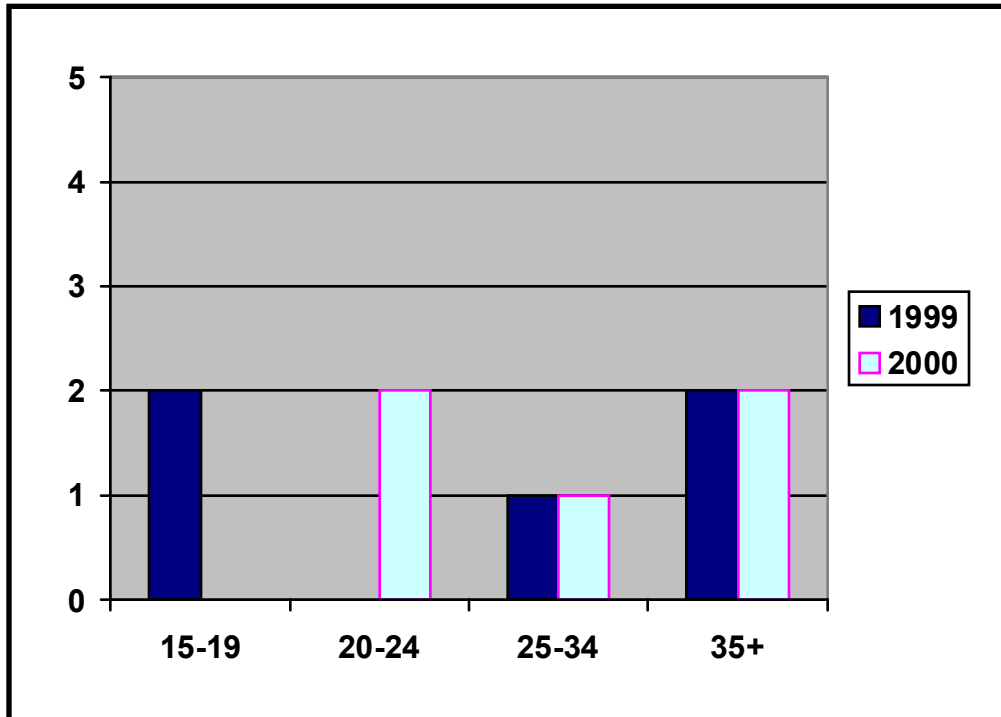
Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Injuries	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Injuries
16-19	16,307	355	14,133	351
20-24	30,880	522	29,747	528
25-34	67,363	788	65,100	851
35+	228,014	697	233,571	745
Total	349,336	2,362	349,189	2,475

Total # of Registered Vehicles in Jurisdiction	1999	2000
	441,094	451,774

“Collision Involving Serious Injury” includes all reportable collisions involving any injury requiring hospitalisation.

Northwest Territories

Number of Drivers Involved in Fatal Collisions by Age Category



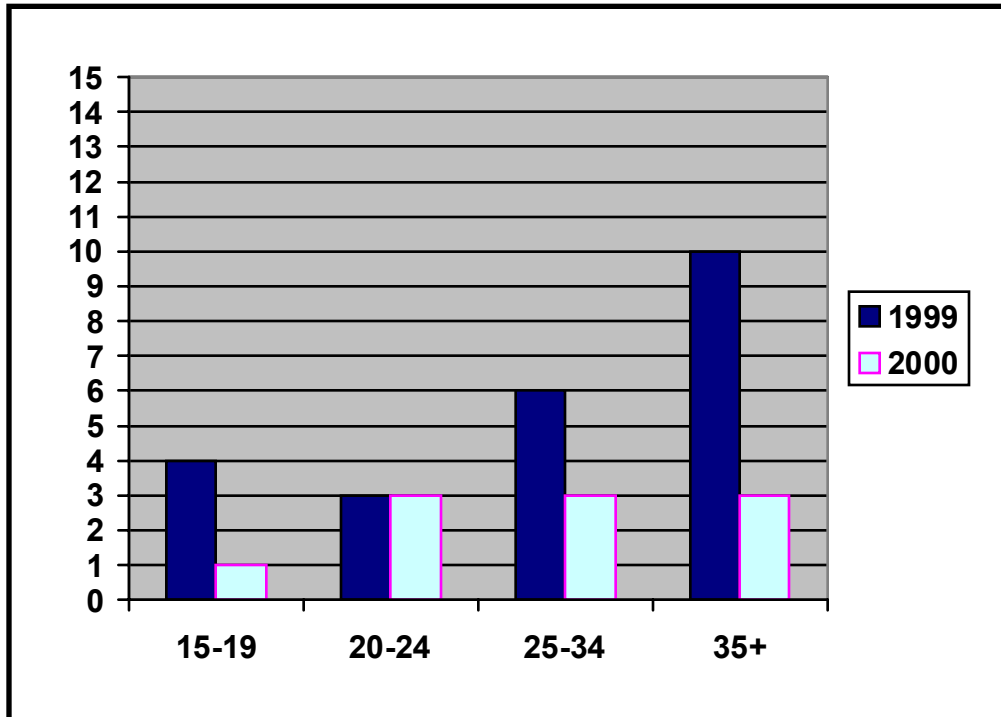
Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions
15-19	1,254	2	1,341	0
20-24	2,374	0	2,454	2
25-34	7,242	1	7,035	1
35+	15,501	2	16,050	2
Total	26,371	5	26,880	5

Total # of Registered Vehicles in Jurisdiction	1999	2000
		26,599

“Fatal Collision” is a motor vehicle accident in which death occurs within 30 days as the result of the accident.

Northwest Territories

Number of Drivers in Collisions Involving Serious Injuries by Age Category

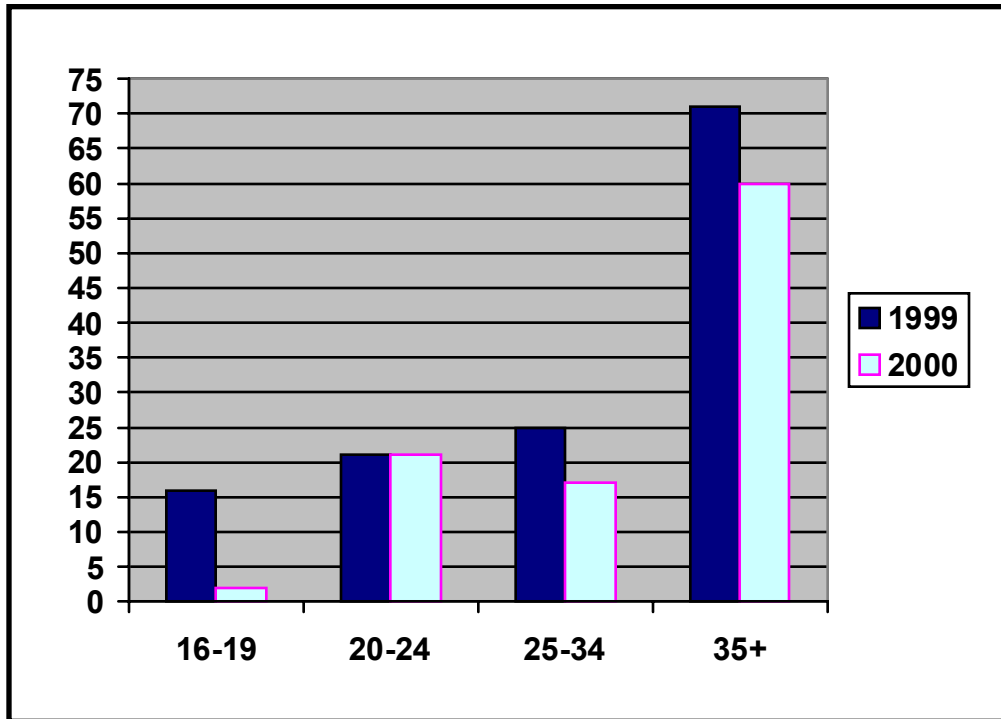


Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Serious Injuries	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Serious Injuries
15-19	1,254	4	1,341	1
20-24	2,374	3	2,454	3
25-34	7,242	6	7,035	3
35+	15,501	10	16,050	3
Total	26,371	23	26,880	10

Total # of Registered Vehicles in Jurisdiction	1999	2000
		26,599

“Collision involving Serious Injuries” includes any motor vehicle accident in which an injured driver or passenger are admitted to hospital.

**Number of Drivers Involved in Fatal Collisions
by Age Category**

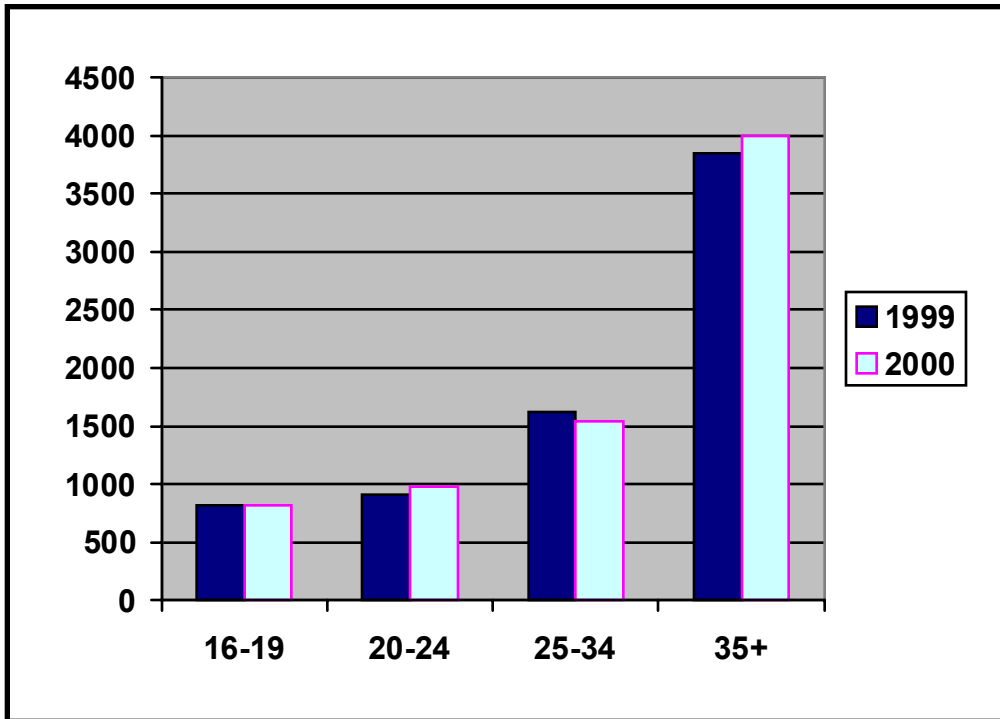


Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions
16-19	34,577	16	33,214	2
20-24	50,648	21	49,640	21
25-34	117,763	25	114,380	17
35+	429,565	71	438,234	60
Total	632,468	133	635,468	100

Total # of Registered Vehicles in Jurisdiction	1999	2000
		645,695

“Fatal Collision” is a collision involving the death of an occupant or pedestrian within 30 days as a result of the collision.

**Number of Drivers Involved in Collisions
Involving Serious Injuries by Age Category**

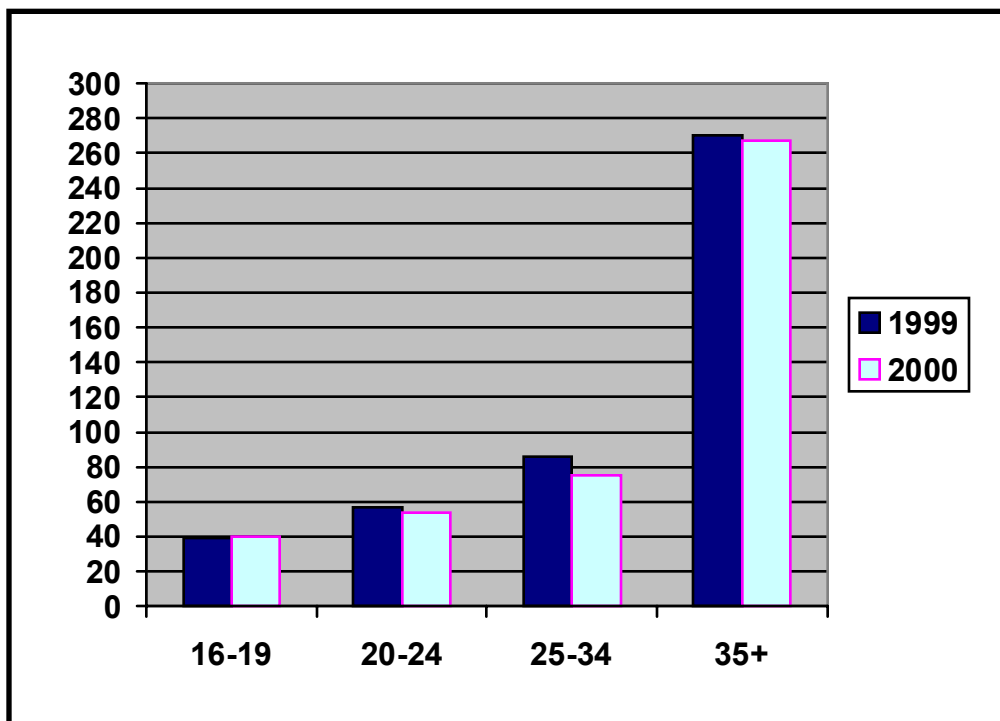


Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Serious Injuries	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Serious Injuries
16-19	34,577	820	33,214	816
20-24	50,648	905	49,640	977
25-34	117,763	1,619	114,380	1,542
35+	429,565	3,846	438,234	3,993
Total	632,468	7,190	635,468	7,328

Total # of Registered Vehicles in Jurisdiction	1999	2000
	645,695	635,695

“Collision Involving Serious Injury” includes injuries where treatment included hospitalisation.

**Number of Drivers Killed in Fatal Collisions
by Age Category**

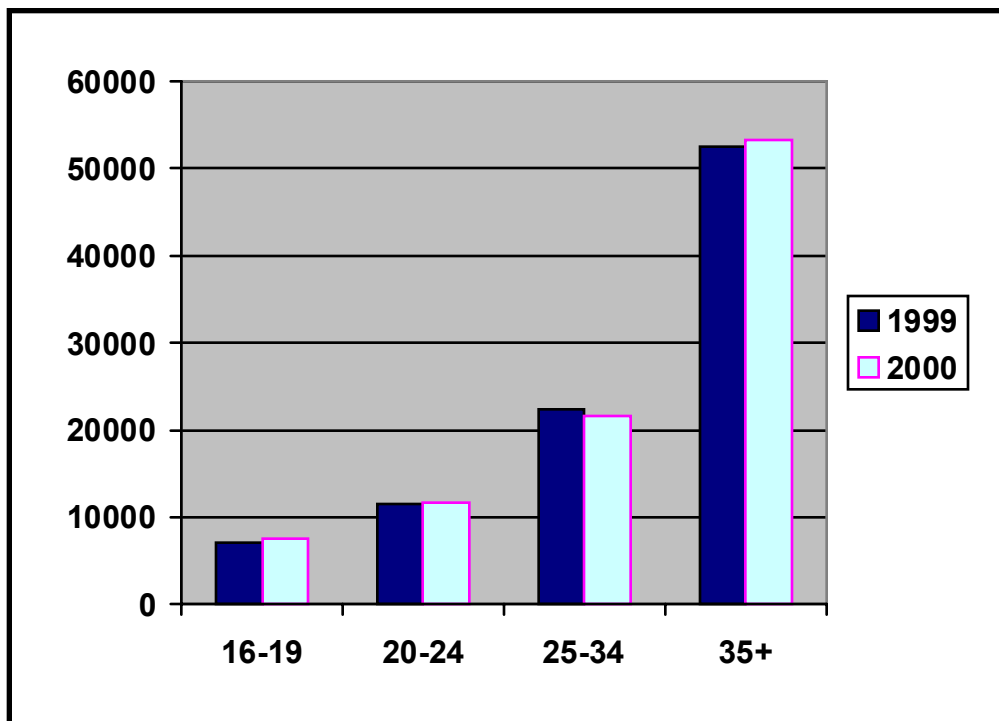


Age of Driver	1999			2000		
	# of Licensed Drivers	# of Drivers Killed in Fatal Collisions	Rate per 10,000 Licensed Drivers	# of Licensed Drivers	# of Drivers Killed in Fatal Collisions	Rate per 10,000 Licensed Drivers
16-19	426,643	39	0.91	438,170	40	0.91
20-24	642,808	57	0.89	659,331	54	0.82
25-34	1,576,673	86	0.54	1,582,207	75	0.47
35+	5,272,190	270	0.51	5,441,666	267	0.49
Total	7,918,314	452	0.57	8,121,374	436	0.54

Total # of Registered Vehicles in Jurisdiction	1999	2000
		7,017,511

“Fatal Collision” is a collision involving the death of a driver, occupant or pedestrian within 30 days as a result of the collision.

**Number of Drivers Involved in Collisions
Involving Injuries by Age Category**

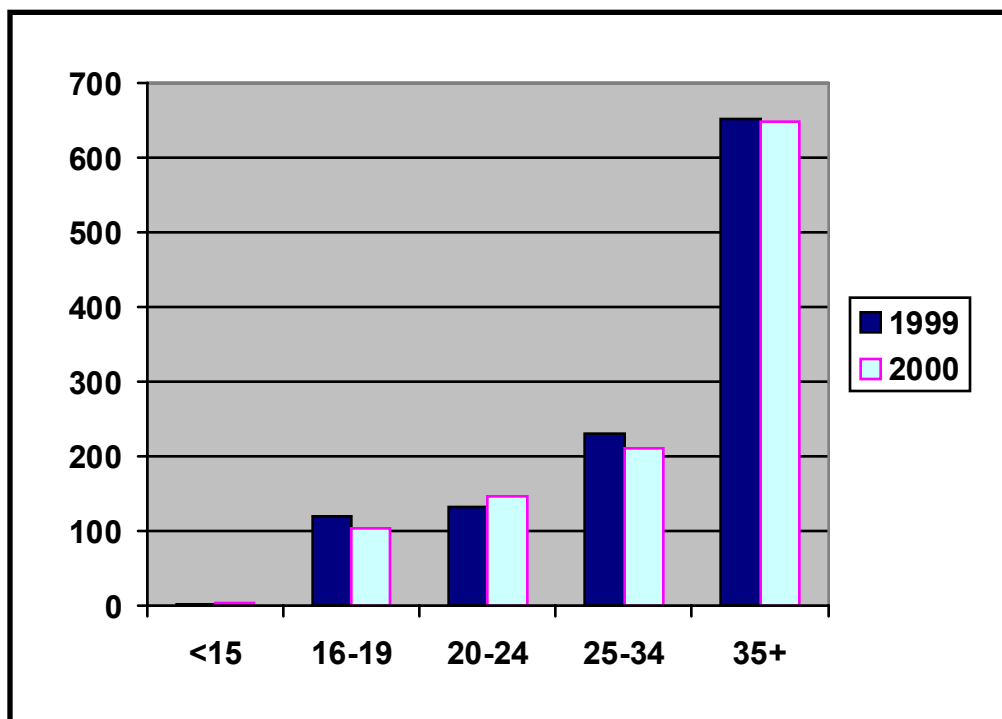


Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Injuries	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Injuries
16-19	426,643	7,130	438,170	7,577
20-24	642,808	11,507	659,331	11,612
25-34	1,576,673	22,413	1,582,207	21,535
35+	5,272,190	52,503	5,441,666	53,328
Total	7,918,314	93,553	8,121,374	94,052

Total # of Registered Vehicles in Jurisdiction	1999	2000
	7,017,511	7,181,056

“Collision Involving Injury” includes all reportable collisions involving any injury resulting from the collision.

**Number of Drivers Involved in Fatal Collisions
by Age Category**



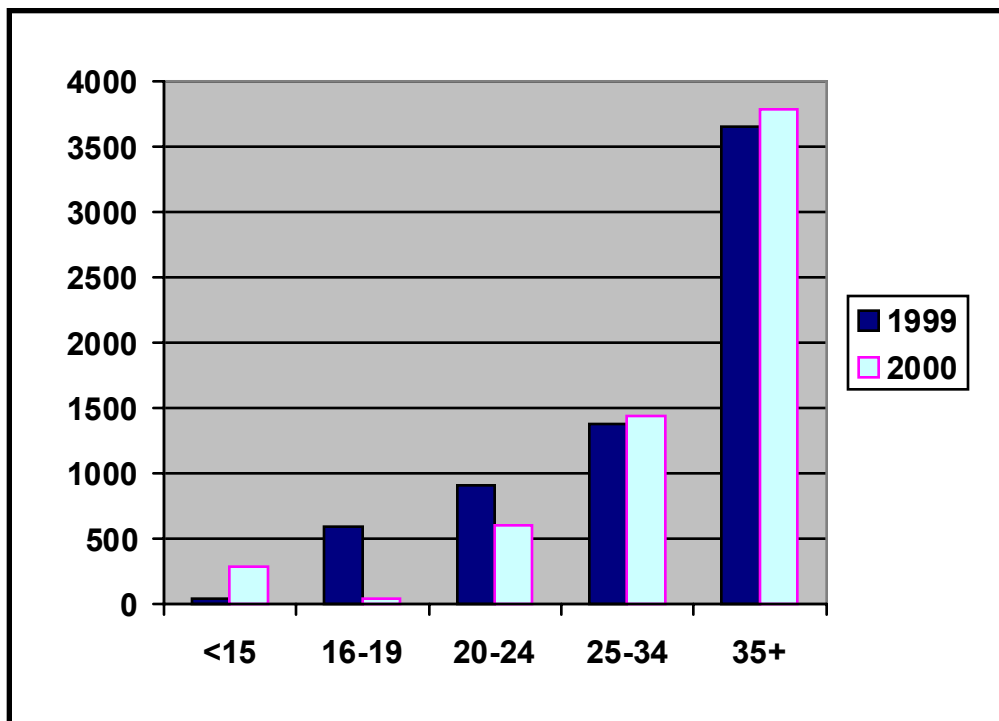
Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions
<15	6,984	2	6,936	3
16-19	147,844	120	142,046	104
20-24	353,630	132	355,651	147
25-34	824,595	230	803,885	210
35+	3,114,386	652	3,188,479	649
Total	4,447,439	1,136	4,496,997	1,113

Total # of Registered Vehicles in Jurisdiction ¹	1999	2000
		4,054,386

¹Total number of registered vehicles does not include off-road vehicles.

“**Fatal Collision**” includes all reportable collisions involving a fatality resulting from the collision within **8 days** of its occurrence.

Number of Drivers in Collisions Involving Serious Injuries by Age Category



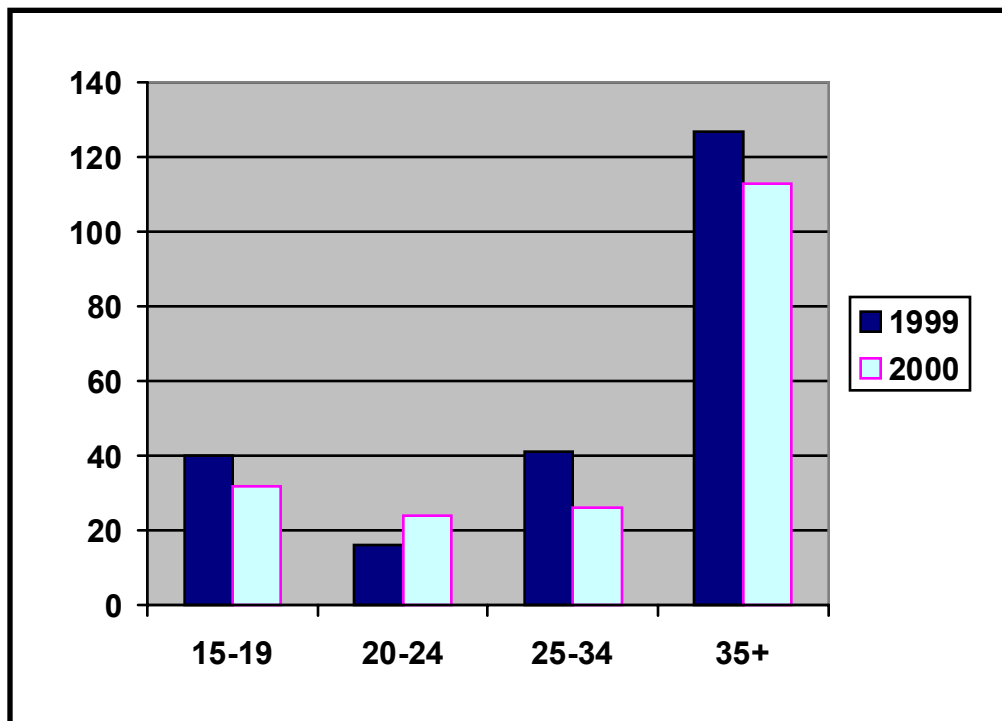
Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Serious Injuries	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Serious Injuries
<15	6,984	40	6,936	42
16-19	147,844	588	142,046	601
20-24	353,630	908	355,651	916
25-34	824,595	1,376	803,885	1,436
35+	3,114,386	3,660	3,188,479	3,793
Total	4,447,439	6,572	4,496,997	6,788

Total # of Registered Vehicles in Jurisdiction ¹	1999	2000
	4,054,386	4,120,698

¹Total number of registered vehicles does not include off-road vehicles.

“Collision Involving Serious Injury” includes all reportable collisions involving any injury requiring hospitalization.

**Number of Drivers Involved in Fatal Collisions
by Age Category**



Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions
15-19	61,053	40	60,654	32
20-24	60,459	16	59,993	24
25-34	108,362	41	105,357	26
35+	437,505	127	440,262	113
Total¹	667,379	225	666,266	201

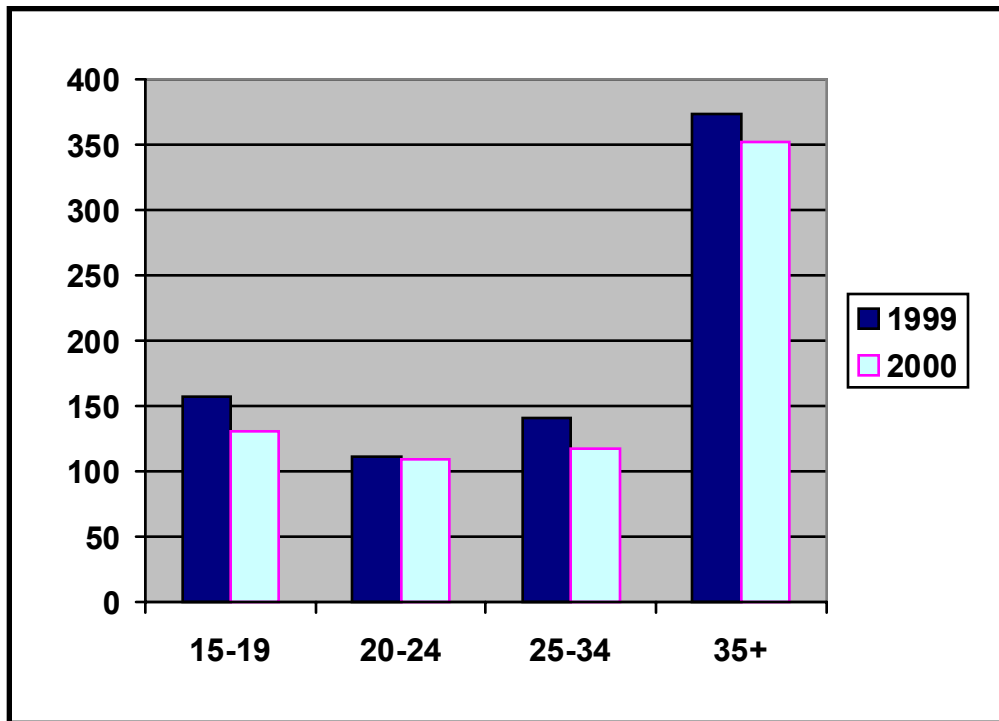
Total # of Registered Vehicles in Jurisdiction ²	1999	2000
		712,541

¹ For drivers in collisions, this includes those where age was not provided.

² This is the number of registered years. It excludes trailers and snowmobiles.

“Fatal Collision” is a collision where death occurs within 30 days as the result of an injury sustained in the incident.

Number of Drivers in Collisions Involving Serious Injuries by Age Category

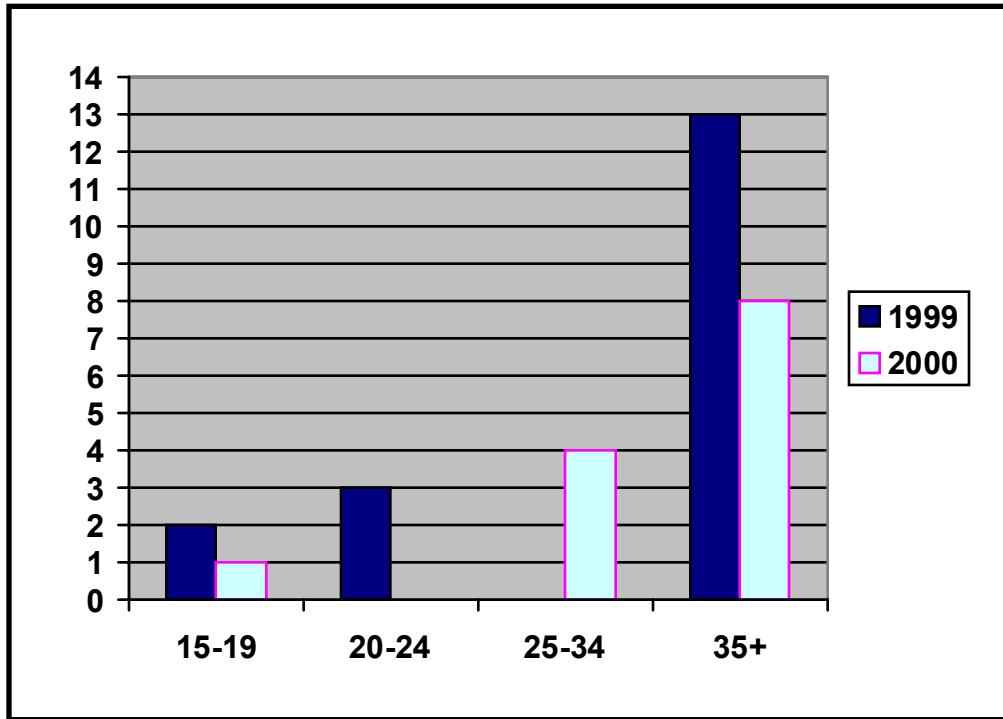


Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Serious Injuries	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Serious Injuries
15-19	61,053	157	60,654	131
20-24	60,459	111	59,993	109
25-34	108,362	141	105,357	117
35+	437,505	374	440,262	352
Total¹	667,379	801	666,266	725

Total # of Registered Vehicles in Jurisdiction ²	1999	2000
		712,541

“Collision Involving Serious Injury” is a collision causing injury leading to incapacitation (e.g., severe laceration, fracture, abdominal injury) or unconsciousness. This type of injury is likely to require hospitalisation.

**Number of Drivers Involved in Fatal Collisions
by Age Category**

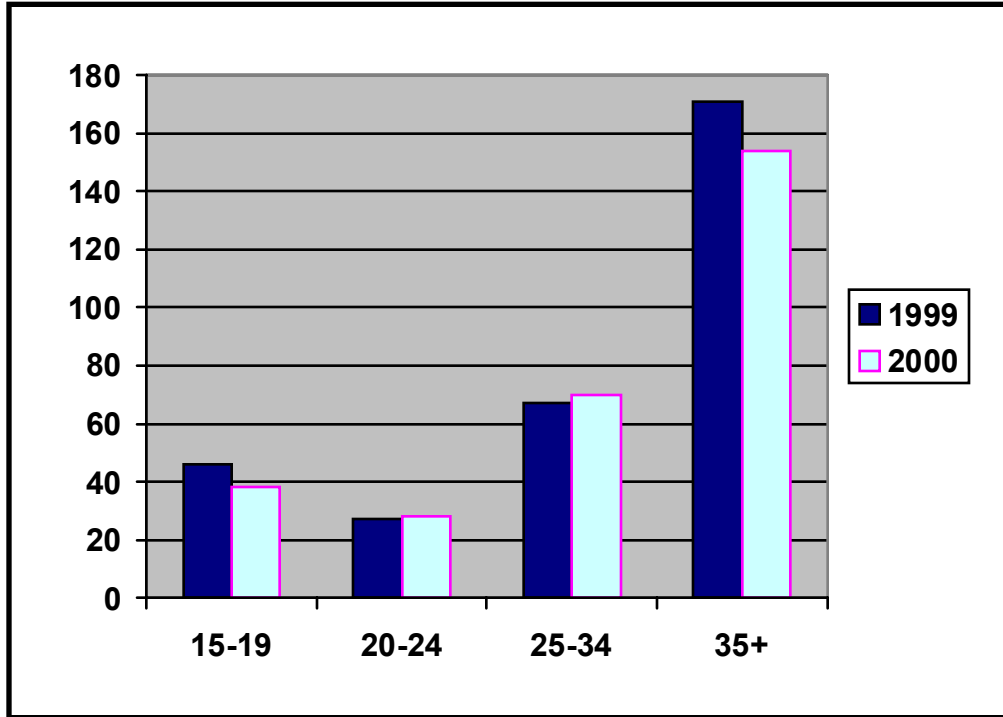


Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions	# of Licensed Drivers	# of Drivers Involved in Fatal Collisions
15-19	1,731	2	1,546	1
20-24	1,822	3	1,753	0
25-34	4,553	0	4,243	4
35+	14,669	13	14,864	8
Total	22,775	18	22,406	13

Total # of Registered Vehicles in Jurisdiction	1999	2000
		34,159

“Fatal Collision” is a motor vehicle accident in which death occurs within 30 days as the result of the accident.

Number of Drivers in Collisions Involving Serious Injuries by Age Category



Age of Driver	1999		2000	
	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Serious Injuries	# of Licensed Drivers	# of Drivers Involved in Collisions Involving Serious Injuries
15-19	1,731	46	1,546	38
20-24	1,822	27	1,753	28
25-34	4,553	67	4,243	70
35+	14,669	171	14,864	154
Total	22,775	311	22,406	290

Total # of Registered Vehicles in Jurisdiction	1999	2000
		34,159

“Collision involving Serious Injuries” includes any motor vehicle accident in which an injured driver or passenger are admitted to hospital.

Appendix A: Survey Cover Letter

Road Safety Program Office
Main Floor, Building A
Room 211
1201 Wilson Ave
Downsview, ON
M3M 1J8

Tel: (416) 235-3630
Fax: (416) 235-3633

September 28, 2001

Dear RSRP Member:

On behalf of the *Task Force on Monitoring Novice Driver Licensing Initiatives* we are currently in the process of updating information in preparation for the final annual monitoring report of the Task Force mandate. In future, the monitoring of novice / young drivers will be undertaken by the *High-Risk Driver Task Force*, as it is consistent with their mandate.

The intent of this final report is to report data on novice drivers and to update the report on initiatives currently being developed, introduced or amended. We have reduced the number of data elements we are requesting for this year's report. We are also tracking "serious injuries" related to novice / young driver collision involvement (instead of "injuries") to reflect the performance indicators established as part of Vision 2010 targets. For your reference we are faxing pages related to your jurisdiction from the last Monitoring Driver Licensing Initiatives report.

Attached is the 2001 Annual Report Survey. Please return your update to Abigail Carter by fax at (416) 235-3633 or by e-mail at Abigail.Carter@mto.gov.on.ca. If there are any questions, Abigail can be contacted directly at (416) 235-4327.

We kindly request for surveys to be returned by October 15th in order to complete the draft report for the fall meeting and appreciate your efforts to meet this tight timeline.

Yours truly,

Linda Haldenby
Chair, Novice Driver Licensing Task Force

**CCMTA TASK FORCE ON MONITORING NOVICE DRIVER
LICENSING INITIATIVES:**

ANNUAL REPORT 2001 SURVEY

Thank you for taking the time to carefully complete the following survey. Please **clearly print or type responses** to ensure accuracy of survey information. Supplemental information, such as public education pamphlets, may be included **in addition to** completed survey. Completed surveys and questions should be directed to:

Abigail Carter
Road Safety Program Office
Main Floor, Building A
Room 211
1201 Wilson Ave
Downsview, ON
M3M 1J8
(416) 235- 4327 (phone)
(416) 235-3633 (fax)
Abigail.Carter@mto.gov.on.ca

1. Please provide the name and definition of your jurisdictions current novice driver-licensing program (e.g. Graduated Licensing, Probationary) and brief background information, such as date implemented.

2. In your jurisdiction, please identify what the requirements are for entering your novice driver licensing program and provide all necessary details:

Table A				
ENTERING PROGRAM	#.	Requirements	NA	Details
	I.	What is the minimum age for entering your novice driver licensing program?		
	II.	Is a written knowledge test required for entering your novice driver licensing program?		
	III.	What is the minimum vision standard required for entering your novice driver licensing program?		
	IV.	Other requirements?		

3. *Based upon the input received from previous Novice Driver Licensing Surveys, novice driver programs in Canada can be identified as taking one of two approaches, please circle the approach that best describes your current program:*

Approach A

Novice drivers enter into an Initial Phase that imposes a number of restrictions on their driving. Following the successful completion of a road test they may earn either a full licence or enter into a much less restrictive Secondary Phase often featuring a lower threshold for demerit points. This Secondary Phase can last anywhere from a few months to a couple of years. A novice driver receives full licence status automatically after the prescribed time period has expired.

Approach B

Novice driver enters into an Initial Phase that imposes a number of restrictions on their driving. Following the successful completion of the Initial Phase road test, novice drivers then enter into a Second Phase typified by fewer restrictions than the first. Following the completion of the Second Phase requirements (secondary road test, required course) the novice driver then earns their full licence (in some instances a lower demerit threshold for a fixed period of time may also still apply).

TABLE B

Please provide your jurisdiction's name for Initial Phase here: _____

INITIAL PHASE	#.	Restriction	NA	Details
	I.	What is the Blood Alcohol Concentration limit for novice drivers at the Initial Phase?		
	II.	Must a licensed driver accompany a novice driver at this Initial Phase? If yes, what restrictions are imposed on the licensed driver?		
	III.	What is the curfew time period in which novice drivers are not allowed to drive at this Initial Phase?		
	IV.	What are the types of roads that novice drivers are not allowed to drive on at this Initial Phase?		
	V.	What is the restriction on the number of passengers who are allowed to ride with a novice driver at this Initial Phase?		
	VI.	What is the duration in months of this Initial Phase of your novice driver licensing program?		
	VII.	What is the reduction, if any, for this duration if a novice driver attends formal driver education?		
	VIII.	Is there a road test that a novice driver must pass in order to exit this Initial Phase?		
	IX.	What is the minimum age required for exiting this Initial Phase?		
	X.	What other conditions are required for a novice driver to exit this Initial Phase?		
	XI.	Other restrictions or conditions?		

TABLE C

Please provide your jurisdiction's name for Second Phase here: _____

SECOND PHASE (if applicable)	#.	Restriction	NA	Details
	XIV.	What is the Blood Alcohol Concentration limit for novice drivers during the Second Phase?		
	XV.	Must a licensed driver accompany a novice driver during the Second Phase? If yes, what restrictions are imposed on the licensed driver?		
	XVI.	What is the curfew time period in which novice drivers are not allowed to drive during the Second Phase?		
	XVII.	What are the types of roads that novice drivers are not allowed to drive on during the Second Phase?		
	XVIII.	What is the restriction on the number of passengers who are allowed to ride with a novice driver during the Second Phase?		
	XIX.	What is the duration in months of the Second Phase of your novice driver licensing program?		
	XX.	What is the reduction for this duration if a novice driver attends formal driver education?		
	XXI.	Is there a road test that a novice driver must pass in order to exit this Second Phase?		
	XXII.	What is the minimum age required for exiting the Second Phase?		
	XXIII.	What other conditions are required for a novice driver to exit the Second Phase?		
	XXIV.	What probationary conditions, if any, are imposed on novice drivers after exiting the Second Phase?		
	XXV.	What is the duration of these conditions?		
	XXVI.	Other conditions or restrictions?		

4. Describe any changes made to your novice driver licensing programs since the last report.

5. Provide details surrounding any current trends involving novice drivers in your jurisdiction and any initiatives being targeted to address those trends.

6. Has the current Novice driver licensing program in your jurisdiction been evaluated? What was the methodology used (e.g. type of design, sample size, outcome indicators) and what were the results? If an evaluation has been conducted please include a copy, where possible.

7. Are any changes to the current novice driver licensing program(s) in your jurisdiction being considered? If so, what are they, why are they being made and when are they expected to be implemented?

8. Provide from your jurisdiction, driver profile statistics for 1999 and 2000 (if available) in the following format¹:

Note: “the total number of *drivers* involved in collisions by age category” is being asked for, not number of collisions.

STATISTICS	Age of driver	Population of Jurisdiction by age category		# of licensed drivers by age category		# of drivers involved in fatal collisions by age category		# of drivers involved in collisions involving injuries by age category	
		1999	2000	1999	2000	1999	2000	1999	2000
	15-19								
	20-24								
	25-34								
	35+								
	Novice ² Drivers								
	Total								

	1999	2000
Total # of registered vehicles in jurisdiction		

¹ Jurisdictions are asked to provide this information, recognizing that there are no easy denominators that are common to all jurisdictions, and that any eventual cross jurisdictional comparisons will be provided with a cautionary note.

² If your jurisdiction has the ability to identify novice drivers regardless of age as a category please indicate their driver profile statistics along with those broken down by age.

9. For the purposes of clarifying data provided in Table D please provide your jurisdiction's definition of:

Licensed Driver

Fatal Collision

Collision involving serious injuries

10. Please provide any footnotes and/or additional definitions required to ensure clear interpretation of data provided in Table D.

Please identify the contact person from your jurisdiction who filled out this survey:

Name of contact: _____

Title: _____

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Appendix C: Jurisdictional Contacts

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