
CCMTA Road Safety Report Series

NATIONAL OCCUPANT RESTRAINT PROGRAM 2001

Annual Monitoring Report

Prepared For

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

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CANADIAN COUNCIL OF MOTOR TRANSPORT ADMINISTRATORS

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

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

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

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

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

CCMTA's Board of Directors also meets twice per year to attend to the overall management of the organization, determine policy direction and provide overall guidance and direction to the standing committees. Recommendations of the standing committees are ratified by the CCMTA Board.

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

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

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EXECUTIVE SUMMARY

For all jurisdictions, issues associated with seat belt usage and the correct use of child restraints continue to be in the forefront of efforts to improve road user safety. Whether it be considering legislative changes, recognizing the value of enforcement supports, or improving the information provided to the public, these remain important tools to achieving improvements.

All jurisdictions except for Nunavut participated in the 2000 NORP Monitoring Survey, which covers the period of January 1, 2000 through to December 31, 2000. Nunavut is expected to participate in the future when a bureaucratic structure is in place to support the information gathering that is required.

According to Transport Canada Seat Belt Survey (2000) Canada's overall seat belt wearing rate is currently 90.1 per cent, unchanged from the 1999 rate. Five provinces achieved a usage rate of 90 per cent or more- an increase of three provinces from 1999. Newfoundland's usage rate was 93 per cent, followed by Ontario (91.7 per cent) and New Brunswick (91.5 pr cent), Quebec (91.4 per cent) and Saskatchewan (90 per cent).

Newfoundland showed the greatest increase in seat belt use, with an increase of almost 10 per cent. This was followed by New Brunswick, which showed an increase of close to 6 per cent.

It should be noted that a number of jurisdictions have shown significant fluctuations in their seat belt wearing rates, both up and down, over the past several years. Further research may indicate whether such fluctuations are due to actual variations in seat belt use, whether there are factors such a media reports, increased enforcement efforts or changes in legislation that influence usage rates in the short term, or whether they are affected by sampling protocol.

Appendices 1 -3 show the current deterrents and exemptions in place across Canada for 2000 for non-use of seat belts and child restraints. While a number of jurisdictions are considering legislative and regulatory amendments to both reduce or eliminate seat belt exemptions and increase child restraint usage, no jurisdiction has reported that the measures have been implemented during 2000.

All jurisdictions have education and enforcement initiatives in to increase seat belt and child seat use. Educational materials and information are routinely provided to the police, emergency services, public and health care professionals.

All jurisdictions participated in Operation Impact and all conducted some form of STEP program during 2000, either at the provincial or local level, with the exception of Quebec.

Operation Impact is a national 24 hour traffic enforcement blitz which focusses on the high-risk driver. Recent variations have linked high-risk activities such as non-seat belt usage and other high-risk behaviours such as drinking and driving. While the non-use of seat belts is correctly recognized as a high-risk activity, it remains to be seen whether combining campaign themes and targets (i.e. aggressive driving and drinking and driving with non-use of seat belts) has had a positive or negative effect on the campaign or on any resulting changes in seat belt use.

Operation Impact is gaining in momentum, with a number of U.S. jurisdictions now participating in this initiative as well.

All of the STEP programs conducted in 2000 included targeting occupant restraint use and child restraint use. As well, some combined other target areas, including impaired driving, aggressive driving or a combination of driver behaviour issues with a clear impact on road user safety.

While Canada can be justifiably proud of a national seat belt wearing rate of over 90 per cent, it should also be noted that almost one in ten motor vehicle occupants continue to travel unrestrained, and that the goals set by NORP have not yet been achieved. Rural seat belt use remains substantially lower than use in urban areas. Various issues associated with child occupant protection remain to be addressed.

The efforts of the police and other road safety advocates to achieve improvements in seat belt compliance have been instrumental in both achieving a usage rate in Canada of 90 per cent and in raising awareness of associated issues. Last year's report outlined the level of enforcement across Canada, which indicated that those motorists not in compliance with seat belt legislation have, across the country, a one in 10 chance of being charged. Based on vehicles stopped or checked, this figure is approximately one in four. These numbers are significant and may be useful as an adjunct to other education and awareness efforts.

The inventory of public education material on child safety seats available across Canada to both government and stakeholder organizations is updated annually by NORP, through the annual NORP Monitoring Report. This Inventory is on the CCMTA web site, and made available by hard copy on request. Information provided by jurisdictions is being updated and will be provided subsequently to this report.

The progress in harmonizing child restraint legislation and regulations across the country is proceeding slowly. Some jurisdictions are continuing to review their child seat laws, towards anticipating upcoming changes, depending on their jurisdictional priorities, although no specific changes have been implemented in the past year.

The proposed National Rural Seat Belt Survey originally scheduled to be carried out in 2001 has been delayed. It is anticipated that a national rural survey will occur in 2002. It should be noted that this survey will likely result in a lower reporting of seat belt usage across the country and that communications initiatives to manage this will need to be considered.

Increasingly, in anticipation of statistics confirming lower seat belt usage, various jurisdictions are exploring ways to reach their rural populations through public education initiatives in order to increase seat belt use in this part of the population.

HISTORY

In 1989, the Ministers responsible for road safety agreed to employ all possible means to achieve a 95 per cent seat belt use rate by the end of 1995. In response, the CCMTA developed and implemented the National Occupant Restraint Program in 1989. As a first step, a Phase I proposal called for each jurisdiction to achieve an 80 per cent use rate by the end of 1990. At the same time, a Phase II Proposal was developed which outlined a five-year program aimed at achieving a 95 per cent use rate by the end of 1995. In October 1996, NORP was extended with the goal to achieve and maintain a 95 per cent occupant restraint use in all seating positions in light-duty vehicles (passenger cars, passenger vans and light-trucks) in each of the provinces and territories to the year 2001.

The focus of NORP's 95% by '95 program was primarily on the driver. The focus of NORP 2001 is on all occupants with particular emphasis on ensuring children are properly secured. As an addition to NORP 2001, a business case was approved by the Board of Directors in 1999, endorsing further strategies to address seat belt use, particularly in rural areas.

PURPOSE OF THIS REPORT

As part of the approved strategy, CCMTA was made responsible for producing an annual monitoring report on NORP's progress. This report is for January 1, 2000 through to December 31, 2000

NORP 2001 RECOMMENDATIONS:

NORP 2001 was designed as a five-year effort to achieve and maintain a 95 per cent occupant restraint use-rate in all seating positions in each of the provinces and territories to the year 2001, by employing seven recommendations. Each recommendation is addressed, based on the information provided from the NORP Monitoring Survey completed by each jurisdiction and from Transport Canada's June 1999 Estimates of Seat Belt Use Annual survey (attached).

RECOMMENDATION #1:

Each jurisdiction set itself the goal of achieving and maintaining a 95 per cent use rate by all vehicle occupants through to the year 2001.

Transport Canada's annual seat belt usage survey was conducted in June 2000. Across Canada, usage remained at 90.1 per cent, the same as the figure for the year before. (see attached report Transport Canada's June 1999 Survey of Seat Belt Use in Canada).

Newfoundland led the country in seat belt usage with a rate of 93 per cent. This represents an increase of 10 per cent over Newfoundland's 1999 figures. Notably, while Newfoundland had a 92 per cent usage rate in 1997, the province dropped to 86 per cent in 1998 and continued this trend, dropping to 83 per cent in 1999. Given the fluctuations that have been shown, longer-term assessments will be needed to determine trends.

Ontario was second, with a seat belt wearing rate of 91.7 per cent, followed closely by New Brunswick at 91.5 per cent, Quebec at 91.4 and Saskatchewan at 90 per cent.

RECOMMENDATION #2:

Each jurisdiction should continue working towards the removal of exemptions for the non-use of seat belts and to target the high-risk driver by increasing the monetary cost of an infraction and by introducing or increasing the number of demerit points for non-use.

Sanctions for convictions under occupant restraint legislation continue to vary throughout the country, from \$40 to \$100 plus victim surcharges. As in 1999, five jurisdictions still do not apply demerit points for the non-use of seat belts or child restraints, although Prince Edward Island is anticipating changes in 2001.

A disturbing trend is that seven jurisdictions showed a decline in usage rates.

In looking at the wearing rates of just drivers of passenger cars, the national average is 92.2 per cent, down .1 per cent. This is an area where Newfoundland showed a significant increase, to 94.3 per cent from 86.4 per cent. New Brunswick also showed an increase from 89.6 per cent to 93.3 per cent.

The June 2000 survey was undertaken at 241 sites selected by province, community size and road type and is comparable to samples used in previous national seat belt use surveys.

SUMMARY:

Overall, Canada maintained a seat belt usage rate of 90.1 per cent over the previous year, after several years of apparent stagnation. Three jurisdictions showed an increase, while seat belt usage showed a decline in seven jurisdictions.

Several jurisdictions continue to currently review both sanctions and the removal of exemptions for 2000, as well as child seat and booster seat provisions.

Nova Scotia is considering changes in 2000 to legislation pertaining to booster seat usage. For 2000, several jurisdictions continue to work toward increasing demerit points for non-use of seat belts.

In Alberta, current legislation is under review. The province is presently going through a stakeholder consultation. When this process is completed, changes in regulations and exemptions will be undertaken.

SUMMARY

The tables in Appendices 1-3 show the deterrents and exemptions in place across Canada for 2000 for non-use of seat belts and child restraints. There was no movement in terms of increasing deterrents or removing exemptions, but several jurisdictions are considering future changes.

RECOMMENDATION #3

CCMTA co-ordinate the development of enforcement and educational initiatives to increase the use of occupant restraints (including child occupant protection) in co-operation with the STRID Task Force, the 2001 Challenge Monitoring Committee and the Canadian Association of Chiefs of Police to deal with the high-risk driver, which includes those who do not use seat belts.

Jurisdictions continue to implement education and enforcement initiatives aimed at increasing the use of occupant restraints. There is a balance of efforts that combine targeting seat belt and child restraint use with other high-risk behaviours such as aggressive driving and drinking and driving.

Enforcement activities across the country vary and include participation in Operation Impact, with most jurisdictions adding several days up to a month of additional enforcement activities during October in addition to this one-day seat belt blitz.

There is regular and targeted use of media, through interviews with police, public health and road safety professionals; radio and print advertising; submission of articles; and media events.

Aside from campaigns that include enforcement and the distribution of public education materials; child seat clinics (in co-operation with public health, fire-fighters and police) and the involvement of insurance and other road safety partners, there are several other noteworthy programs being implemented across the country:

Alberta is maintaining its provincial program called Think...Think Again. This is an enforcement/education campaign. Officers in their daily routine and during special check stops, issue driver seat belt tickets for a child not properly secured with an option to attend an education session and have the ticket revoked. All the police throughout the province's rural and urban jurisdictions participate in the Think...Think Again program. Alberta Infrastructure currently puts on train-the-trainer workshops, inservices and participates in drive-through inspection clinics throughout the province, all pertaining to child restraint and occupant use.

British Columbia has introduced a Safe Weight Program where children are weighed and parents are provided with information about appropriate restraint awareness through events, training and advertising. Campaigns are throughout the year, and combined with other high-risk behaviour campaigns in the province, such as their Unsafe Speed Campaign (July); Aggressive Driving Campaign (August), Commercial Vehicle Enforcement (September) and Christmas CounterAttack (December). British Columbia is in the process of revising its regulations to require mandatory booster seats and to prohibit seating in front of an air bag for infants, as well as the elimination of some exemptions.

New Brunswick has participated in promotion of child restraint use through the media, police handouts and posters. Aside from STEP programs, enforcement efforts include talks to pre-natal classes. Newfoundland continues to provide pre-natal presentations in addition to general awareness and promotion on television.

Nova Scotia has carried out child restraint clinics, snap, buckle and drive campaign, interviews on T.V., ongoing activities as part of activities related to child restraint sub-committee on road safety advertising and communications and on hospital child restraint communications.

PEI continues road safety checks with RCMP and city police with public health nursing and highway safety providing information. Several information tables are set up through public health offices, including a draw held for car seats, and seminars for police on child restraints.

Manitoba is involved in SAFE BABY sponsorship, a program that delivers car seat safety and fire safety information to parents of newborns. Child seat safety checks are held at fire stations throughout Manitoba.

Ontario conducts two seat belt campaigns annually (spring and fall). The spring campaign focuses on the correct use of child safety seats. The fall campaign focuses on the correct use of child seats and vehicle occupant protection. The campaigns encompass education, awareness and enforcement components. Ontario's "Seat Belt Challenge", a one day seat belt count, included the theme of "2001 in 2001", to secure volunteer involvement. About 1600 volunteers participated in the program.

Quebec conducts clinics on the use of child restraint systems. Promotional tools, including brochures, documents and videos are made available for parents, health workers and police services. A video on child seats was also sent to the police community. Quebec has

developed a program called "baladine", targeting early childhood educators, to encourage a sense of safety among young children (toddlers) and their parents.

Saskatchewan participated in an advertising campaign that included print and radio advertisements (May to October), 91 child seat clinics, police road checks, and visits to schools, Aboriginal communities and special events (e.g., safety fairs).

Transport Canada has continued to provide child restraint information through its 1-800 line. Car Time 1-2-3-4 continues to be a popular public education outreach tool. Transport Canada also collects defect and public complaint information, investigates that information which may lead to recalls and public notification.

SUMMARY

All jurisdictions participate in education and enforcement initiatives to increase seat belt and child seat use. Educational materials and information are routinely provided to the police, emergency services, public and health care professionals.

RECOMMENDATION # 4

Jurisdictions, continue working with traffic law enforcement agencies to develop and implement focused STEP activities on high-risk drivers to increase and/or maintain seat belt and child restraint use, and to encourage officers to ticket violators on a continuous basis.

The main method of enforcement during STEP programs was roadside check stops. The number of vehicles stopped was not known for several jurisdictions. STEP programs occurred usually during spring (April or May) and fall (September and October) and many had ongoing local enforcement throughout the year. Duration was one day to one month for each STEP campaign.

The following chart shows the number and timing of STEP programs initiated in each jurisdiction:

Jurisdiction	# Provincial STEPS	# Local STEPS	Timing
NFLD	1(formal step)	Estimated at 100 roadside check stop	Oct 2 (8am-8pm)
PEI	2	2	June/Oct
NS	N/A	N/A	Road Check program (ongoing), Operation Red Nose (Dec /Jan), Operation Impact (Oct)
NB	N/A	N/A	

Jurisdiction	# Provincial STEPS	# Local STEPS	Timing
QC	0	N/A	
ON	3(Operation Impact, Spring Seatbelt campaign, Fall seat belt campaign)	N/A	April 1-15, Sept 30-Oct 14, Oct 8,
MB	1	N/A	Oct 07/00 May 12-Nov 10
SK	6(incl. Operation impact)	N/A	April 20-21, May 18-19, Aug 24-25, Aug 31-Sept 1, Oct 7(Operation impact), Dec 7-8
AB	Random throughout year	Random throughout year	Random throughout year
BC	1	N/A	Sept 29-Oct 8 (seatbelt campaign)
YT	51	21 held in Whitehorse area alone	Various dates
NT	1(Operation Impact; Combination-seatbelt, impaired, and other charges)	N/A	Oct (roadside check stops)

The following chart shows the number of **police detachments** and the number of **police officers** and **vehicles** in each jurisdiction exclusively dedicated to traffic enforcement:

Jurisdiction	Municipal	Regional	Provincial	RCMP	Other	Total	Officers	Vehicles
NFLD	6	0	3	38	0	47	16	10
PEI	4	0	0	5	1	10	0	0
NS	40	2	0	17	3	62	86	42
NB	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Jurisdiction	Municipal	Regional	Provincial	RCMP	Other	Total	Officers	Vehicles
QC	189	0	112	3	3 (federal) and 6 other	313	0	0
ON	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
MB	10	0	0	78	3	91	187	94
SK	16	0	0	105	14 Transport Compliance	135	145	72
AB	8	0	8(Native Reserves)	1	0	17	not tracked	300
BC	In 1998 59 municipal and 12 independent municipal	17 of 34 provincial highway	124	N/A	1	Apart from the list in dedication traffic units, every general duty/patrol officer is expected to deliver traffic services	707	N/A
YT	0	0	0	13	0	13	3	3
NWT	4 (bylaw Divisions)	0	0	23 (Detach ments)		27	N/A	N/A
TOTAL	348	36	247	283	31	715	1144	521

The following chart shows the estimated number of charges laid for occupant restraint offences in 2000, where known for each jurisdiction. It should be noted that several jurisdictions are unable to track and record these offences, therefore the information does not necessarily include input from all represented police services in each jurisdiction).

Jurisdiction	# Vehicles stopped/checked	Adult offences per Blitz	Adult offences per year	Child restraint offences per Blitz	Child restraint offences per year
NFLD	10,000-12,000	N/A	N/A	N/A	N/A
PEI	N/A	N/A	542	N/A	N/A
NS	N/A	N/A	2,639	N/A	123
NB	N/A	N/A	N/A	N/A	N/A
QC	N/A	N/A	40,549	1,979 (under 16 yrs)	N/A
ON (OPP only)	1,116,781	10,845	19,595	191	347
MB	41,480	N/A	N/A	N/A	N/A
SK (RCMP only)	N/A	311 (operation impact)	11,745(*)	N/A	592(*)
AB	N/A	N/A	89,000 (combined)	1,866	
YT	8,696	N/A	N/A	N/A	N/A
BC	266,193	3,496	43,346	N/A	1,083
NT	1,150	36 charges laid (not specified)			
TOTAL	1,441,300		213,416		

* Number of offences in 2000 resulted in conviction

SUMMARY:

Jurisdictions participated in Operation Impact and all conducted some form of STEP program during 2000.

Operation Impact focuses on the high-risk driver, of which non-use of seat belts is also a component. It is unclear whether combining campaign themes and targets (i.e. aggressive driving and drinking and driving with non-use of seat belts) has had a positive or negative effect on the campaign or on any resulting changes in seat belt use.

All of the STEP programs conducted included targeting occupant restraint use and child restraint uses. Some combined other target areas, most often with impaired driving, aggressive driving or a combination of driver behaviour issues.

It is estimated that approximately 9 per cent of Canada's population does not buckle up (2.7 million people). Several jurisdictions were unable to provide comprehensive information on the level of police enforcement and the number of charges / convictions. The total number of convictions recorded and provided for the purpose of this report was 213,416 for the year. More accurate and comprehensive information would be useful in determining the overall level of enforcement. Previous estimates suggest that an offender may have a minimum of 1 in 10 chance of being charged.

RECOMMENDATION #5

The CCMTA approach the Canadian Association of Chiefs of Police to co-ordinate the development and implementation of a training package on traffic safety/enforcement issues, to instruct recruits and front-line officers at police academies across Canada.

A report, *Traffic Services Law Enforcement Business Case: Planning, Inventory and Review of Best Practices*, was produced by Transport Canada for review by CCMTA. This project's objective has been to develop and implement a methodology to better define and quantify the benefits to society accrued through traffic law enforcement deterrent programs and the costs of such enforcement to local agencies. This model is meant to provide police with broader information and tools in terms of how enforcement divisions could better position their policing efforts in terms of occupant restraint issues.

All Alberta jurisdictions that are involved in the Think...Think Again program are given training on the proper use of child restraints by Alberta Infrastructure, including all enforcement and health regions in the province.

Other measures taken to provide training for police enforcement on occupant restraint issues include the following: New Brunswick police have had training workshops on child restraints. Upgrading child restraint training for police officers is ongoing in Newfoundland. In Nova Scotia, police have been taking car seat inspection courses. There are now more than 30 trained inspectors.

British Columbia has updated its publication "Buying a Better Child Restraint" for accuracy to make it easier to understand.

In Manitoba, police officers receive child seat training on request. Each officer has access to safety check information, listed in their fines and offences book. The appendix contains a checklist, which can be used by officers to assess if a child is in the right seat for its weight and height and is safely secured in that seat

In Ontario, child seat training is provided on request, to police, public health personnel, fire fighters, and others through non-profit organizations and public health. Training costs are assumed by the organization requesting the training.

In Saskatchewan, police are invited to training provided to the volunteers who organize the child seat clinics. The Northwest Territories continues to provide training through the Department of Transportation. Approximately 30 people were trained in 1999. The Yukon continues with its STEP blitzes and government workshops to train police on child restraints

SUMMARY

A comprehensive approach to training traffic officers on seat belt and child restraint issues has been pilot tested in Alberta. Efforts continue to provide education and training in some format to police officers in most jurisdictions on specific issues related to seat belt and child restraint issues.

RECOMMENDATION #6

The CCMTA work with other federal and provincial governments responsible for childhood injury prevention such as Health and Agriculture for the purpose of developing and marketing public education material on child occupant protection issues through the public health system and throughout rural Canada.

The following table lists public education materials created or updated in 2000 by the provinces and territories to promote child occupant restraint use:

Jurisdiction	Item	Target	Distribution Methods
Alberta	<ul style="list-style-type: none"> ▪ Currently using Child safety Seats Facts & Checklists. 	Parents, supports Think..think again campaign	<ul style="list-style-type: none"> ▪ Public health centres ▪ all enforcement agencies ▪ Alberta Transportation and Utilities ▪ Saferoads website
British Columbia	<ul style="list-style-type: none"> ▪ Buying a Better Child Restraint – rates ease of use features of all available child restraint systems in B.C. 	Anyone purchasing or using child safety seats in BC	<ul style="list-style-type: none"> ▪ Community health, interest groups, ICBC personnel, claim centres, Autoplan insurance agents
Manitoba	<ul style="list-style-type: none"> ▪ Growth chart revised video brochure 	A training manual – used as a reference guide by fire fighters in Manitoba.	<ul style="list-style-type: none"> ▪ The growth chart and brochure are distributed in the SAFE BABY kit delivered to the parent of Manitoba newborns. The materials are also direct mailed to day care centers and doctor’s offices. As firemen are trained in how to conduct a safety check --- each receive a training manual.

New Brunswick	<ul style="list-style-type: none"> ▪ N/A 	N/A	<ul style="list-style-type: none"> ▪ Website
Nova Scotia	<ul style="list-style-type: none"> ▪ Promotional card displaying enforcement and usage for safe transport of children 	Police	<ul style="list-style-type: none"> ▪ through road checks and public awareness seminars
Ontario	<ul style="list-style-type: none"> ▪ Information on child seat clinics / clinic liability issues ▪ Articles, updated campaign package for police, letter for media encouraging them to report seat belt use after collisions 	Child seat inspectors/trainers	<ul style="list-style-type: none"> ▪ police officers ▪ Public health ▪ mall displays ▪ child safety seat clinics ▪ conferences ▪ injury prevention ▪ local CAA ▪ stakeholders
Quebec	"Baladine" educational program	Daycares	<ul style="list-style-type: none"> ▪ An informational brochure and order form was mailed to 8000 daycare centres in Quebec.
Saskatchewan	<ul style="list-style-type: none"> ▪ Advertising campaign that included print and radio advertisements. Also 79 child seat clinics visits schools and provide workshops in Aboriginal communities and special events. ▪ The police are invited to the training provided to volunteers of the child seat clinics. 	N/A	<ul style="list-style-type: none"> ▪ N/A
P.E.I.	<ul style="list-style-type: none"> ▪ Using 5 child restraint clinics, media, publicity, etc. Also Infant and Toddler Safety Association Of Ontario held a two-day workshop 	<ul style="list-style-type: none"> ▪ Parents of children 0-12 & kids 8-12 	<ul style="list-style-type: none"> ▪ N/A
Yukon	<ul style="list-style-type: none"> ▪ No specific events- police do comment in media regarding the use of child restraint in collisions and Steps is used to promote the use of child restraints 	<ul style="list-style-type: none"> ▪ None 	<ul style="list-style-type: none"> ▪ N/A
Newfoundland	<ul style="list-style-type: none"> ▪ Using clinics, media awareness, public representation such as mall displays 	<ul style="list-style-type: none"> ▪ Transport Canada programs and materials are updated public education materials 	<ul style="list-style-type: none"> ▪ by clinics, police and presentations ▪ Transport Canada and charity organizations are use to train police officers
NWT	<ul style="list-style-type: none"> ▪ Child restraint cards- up to 40lbs 	<ul style="list-style-type: none"> ▪ Parents 	<ul style="list-style-type: none"> ▪ Through other government agencies and other community boards.

Transport Canada	<ul style="list-style-type: none"> ▪ Updating Car Time for new weight limits and ISOFIX ▪ Defects and public notices 	Parents of children 0-12 & kids 8-12	<ul style="list-style-type: none"> ▪ Through Transport Canada
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Use of the Internet has allowed greater access to information and opportunities for networking. The following jurisdictions indicated they have Web sites and information on child restraints and/or links to child restraint information:

Manitoba: Safety @ MPIC.MB.ca	Alberta: www.tu.gov.ab.ca
Ontario: www.mto.gov.on.ca	Nfld: www.gov.nf.ca
Nova Scotia: www.gov.ns.ca/bacss	New Brunswick:
www.gov.nb.ca	
NWT: www.gov.nt.ca	Transport Canada: www.tc.gc.ca
Quebec: www.saaq.gouv.gc.ca	PEI: www.gov.pe.ca/tpw/index.asp
British Columbia: www.icbc.com	
Saskatchewan (not SGI): www.gov.sk.ca/govt/highways	

Transport Canada, Prince Edward Island, and Ontario have established links to CCMTA's Child Restraint Inventory. Alberta is in the process of establishing such links.

SUMMARY:

An inventory was produced on public education material on child safety seats that is available across Canada to both government and stakeholder organizations. This inventory is updated annually by NORP, through the annual NORP Monitoring Report. The Inventory is on the CCMTA web site, and made available by hard copy on request.

RECOMMENDATION #7:

Jurisdictions should work towards harmonizing and simplifying provincial laws and regulations on child occupant restraints to reduce the opportunities for misuse and non-use.

In December 1997, CCMTA's Board of Directors approved NORP 2001's model of legislation and regulations for child restraints. The model was developed to help reduce opportunities for misuse and non-use of child occupant restraints through harmonizing, simplifying and enhancing existing provincial laws and regulations.

All jurisdictions have indicated that matching their jurisdiction's child restraint laws to the NORP 2001 model is a medium or low priority, except for Quebec, Manitoba and British Columbia.

For Alberta, the model will become a greater priority as child restraint laws are reviewed. British Columbia has been in the process of revising their regulations for several years, and for requiring booster seats. Areas that match the NORP model include requesting mandatory booster seat use, prohibiting seating in front of an airbag for infants, and deletion of all exemptions to the regulations.

Ontario continues to review their child seat laws and some changes may be indicated in the future. For Nova Scotia, matching the NORP model is part of ongoing work by the Child Restraint subcommittee of province's Road Safety Advisory committee. In Saskatchewan, the NORP model was used to support the previous removal of seat belt exemptions for medical reasons, and to clarify child passenger restraint requirements. Manitoba and the Northwest Territories indicate they are not planning any changes based on NORP model.

SUMMARY:

There has been little movement on the harmonization of child restraint legislation and regulations since CCMTA's Board of Directors approved the NORP 2001 model in 1997. However, several jurisdictions continue to review their child seat laws and are anticipating changes this year.

INFORMATION ITEM: RURAL SEAT BELT USE

As rural seat belt use has become a recent area of focus for NORP 2001, information on rural seat belt use programs and initiatives was gathered for this report.

Many jurisdictions have occupant restraint programs that are delivered in rural areas. Other jurisdictions have STEP programs and offer child seat clinics in rural areas through road safety officers, public health and police. The following shows how jurisdictions are currently involved in delivering programs to rural areas:

Manitoba uses the Safe Baby program in rural Manitoba, where the mother of every newborn receives a kit, containing child car seat safety information. Also, rural fire fighters are trained to do child car seat safety checks. By the end of 2002, a safety check service will be available in 236 communities in Manitoba.

In Alberta, the RCMP currently target rural/urban areas with the occupant restraint program called "Think ... Think Again" They run a series of STEP campaigns, education and awareness programs. Posters and brochures have also been developed to support this program. A rural seat belt survey was recently conducted in Alberta. The survey indicated that restraint use was much lower in rural areas than those in urban areas. Alberta also operates its Think...Think Again program in rural areas.

Nova Scotia continues its Snap, Buckle and Drive program operating in rural areas. Ontario's programs, such as its One-Day Seat Belt Count, operate in rural areas, but are not set out to specifically target rural areas. In Saskatchewan, rural seat belt campaigns include radio advertisements, a seat belt use survey, and in addition, seat belt posters were provided to bulk fuel

depots and grain elevators. In New Brunswick, Ontario Safety Education officers put on one-hour seat belt safety programs in rural areas.

Transport Canada has links to Health Canada and Agriculture and Agri-Food Canada to ensure that materials are distributed in rural areas.

In terms of what actions jurisdictions are planning to undertake to involve rural areas in their seat belt and child restraint programs, Transport Canada is working to develop a rural road safety strategy. Ontario is exploring ways to include rural areas in its seat belt programming. Saskatchewan is looking into improving the timing of seat belt campaigns to coincide with periods of greatest activity in rural areas (spring and fall), and at ways to have more-extensive distribution of seat belt posters in rural areas.

British Columbia is considering using an "Access" program, which identifies target groups and provides incentives for at-risk populations to acquire a child restraint system (i.e. coupon to purchase or borrow a CRS for disadvantaged population). B.C. is also developing a warning card program, using citizens and safety personnel (ambulance/fire fighters) to identify vehicles with non-restrained children and arrange for a follow up mailing on child passenger safety information.

Rural programs are delivered through a variety of methods such as public health care professionals, police, fire fighters, service groups, community centres, schools, using local media, through farm fairs, or ploughing matches. In addition, Nova Scotia uses, drug stores and hospitals, and B.C. use youth employment initiative students.

Transport Canada delivers rural information through partnerships with Health Canada, Agriculture, Agri-Food Canada and the Canadian Association of Chiefs of Police. In Alberta, participation of the community in the data collection of the seat belt information provided an excellent opportunity to raise awareness of this issue in local communities. Seat belt survey data was collected by community volunteers in rural areas of the province.

There are no national initiatives in place currently to measure the effectiveness of rural programs. However, Alberta, through its Think...Think Again program has done a survey of urban versus rural seat belt use to measure the effectiveness of this particular program. The numbers of tickets issued are also tracked. People attending the education session (ticketed and non-ticketed) are surveyed and asked the question – what will it take to change their behaviour about using and restraining their children properly. Also case studies and focus groups are surveyed in rural and urban areas to see if there is a difference in behaviours. Results are not yet available at this time.

There are many stakeholders involved in rural occupant restraint programs across the province. Aside from the jurisdiction organizations questioned for this report, they are listed below:

Health Canada; Agriculture-Agri-Food Canada; Alberta RCMP, Canadian Association of Chiefs of Police; municipal/local fire departments; Police; public health units; pre natal classes; school programs; Alberta Infrastructure; Alberta Motor Association; Alberta Health and Wellness; Kids Safe Connection; Alberta Centre for Injury Control and Research; motor registration officials; parents; local business; health professionals; local organizations; emergency services; and PEI Women's Institute.

Transport Canada will be conducting a national rural seat belt survey in 2002.

SUMMARY:

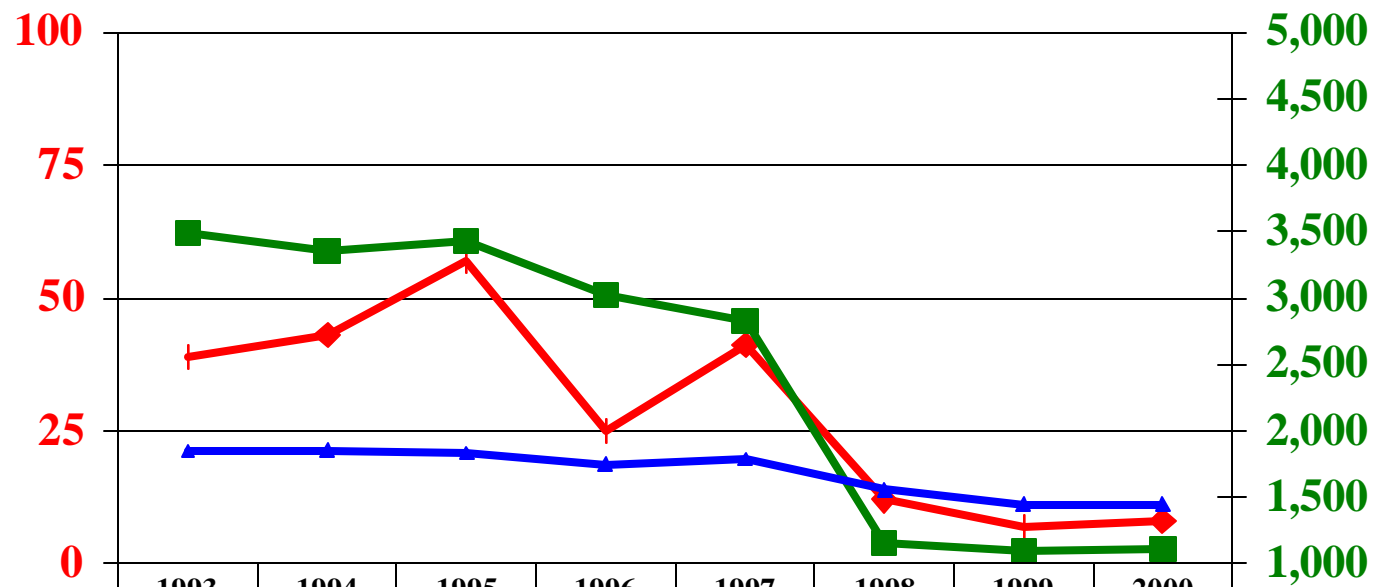
There has been an increasing interest in the issue of seat belt use in rural areas. Several jurisdictions are undertaking initiatives in this area, with Alberta having undertaken the most comprehensive program to date. Other jurisdictions, particularly those with a large rural population, are recognizing the issue and working toward addressing it. Transport Canada is working on developing a rural safety strategy. Although there are many partners in rural safety, many jurisdictions only make use of some of the potential stakeholders in their jurisdiction.

APPENDIX 1

Number of children aged 0-4 years were killed and injured as passengers in motor vehicles during the years 1996 to 2000.

Year	Jurisdiction	Killed	Injured	%Restrained Correctly	Population
1996	Alberta	2	312	n/a	216,200
	British Columbia	2	368	38.6	242,355
	Manitoba	3	140	na	82,867
	New Brunswick	0	59	n/a	n/a
	Nova Scotia	1	65	n/a	n/a
	NWT	0	8	n/a	4,285
	Newfoundland	0	9	n/a	n/a
	Ontario	6	1,277	50	747,004
	Quebec	9	682	-	460 378
	Saskatchewan	2	92	69.1	72,542
	PEI	0	10	n/a	n/a
	Yukon	0	4	n/a	2,456
	TOTAL	25	3,026		1,748,220
1997	Alberta	5	307	91.4	197,407
	British Columbia	4	291	42.5	240,593
	Manitoba	0	104	na	80,764
	New Brunswick	2	63	n/a	n/a
	Nova Scotia	0	64	n/a	n/a
	NWT	0	2	82%	3992
	Newfoundland	0	19	n/a	n/a
	Ontario	16	1,171	50	742,083
	Quebec	7	680	37,3	450 197
	Saskatchewan	6	91	67.0	70,765
	PEI	0	20	n/a	n/a*
	Yukon	0	5	n/a	2,358
	TOTAL	41	2,828		1,788,302
1998	Alberta	6	326	92.4	199,072
	British Columbia	3	290	43.9	235,928
	Manitoba	2	100	n/a	78,548
	New Brunswick	n/a	n/a	n/a	n/a
	Nova Scotia	n/a	n/a	n/a	n/a
	NWT	0	1	62%	3722
	Newfoundland	n/a	17	N/a	n/a
	Ontario	n/a	n/a	n/a	726,069
	Quebec	7	662	n/a	441 617
	Saskatchewan	0	91	78.0	69,132

	PEI	n/a	13	n/a	n/a
	Yukon	0	1	n/a	2133
	TOTAL	12	1,150		1,557,311
1999	Alberta	5	307	91.4	196,873
	British Columbia	3	285	43.5	229,977
	Manitoba	2	97	n/a	n/a
	New Brunswick	2	88	n/a	n/a
	Nova Scotia	n/a	n/a	n/a	n/a
	NWT	0	2	89%	3611
	Newfoundland	n/a	n/a	38	n/a
	Ontario	n/a	n/a	n/a	709,868
	Quebec	5	712	32	435 464
	Saskatchewan	2	102	68.3	67,905
	PEI	n/a	13	n/a	n/a
	Yukon	n/a	n/a	n/a	2,036
	TOTAL	7	1,099		1,445,250
2000	Alberta	n/a	n/a	n/a	n/a
	British Columbia	3	260	50.6	223,300
	Manitoba	N/A	N/A	N/A	N/A
	New Brunswick	n/a	n/a	n/a	n/a
	Nova Scotia	1	67	U/k	46,453
	NWT	0	4	90	3,618
	Newfoundland	n/a	N/a	n/a	n/a
	Ontario	n/a	n/a	n/a	726,069
	Quebec	4	726	n/a	430,112
	Saskatchewan	1	66	62.7	65,615
	PEI	n/a	16	n/a	n/a
	Yukon	0	4	100%	2058
	TOTAL	9 (n/a)	1,108 (n/a)		1,448,714



	1993	1994	1995	1996	1997	1998	1999	2000
Deaths	39	43	57	25	41	12	7	8
Injuries	3,491	3,360	3,425	3,026	2,828	1,150	1,099	1,108
Population	1,846	1,851	1,834	1,748	1,788	1,557	1,445	1,448

APPENDIX II:

CHILDREN KILLED AND INJURED ACROSS CANADA

*Population shown in thousands

Compiled April 2000

APPENDIX III: JURISDICTION INFORMATION

Jurisdiction	Number of Registered Vehicles	Number of licensed drivers	Total Population	97/98 Annual Government Budget on Road Safety*	% of Spending on Occupant Restraints**	Budget Change From Last Year
Alberta	2,160,369	2,225,095	2,964,689	N/A	N/A	↑
British Columbia	2,902,022	2,073,000	4,063,760	N/A	N/A	?
Manitoba	(623,642) active	672,824	N/A	\$7,000,000	1%	↑
New Brunswick	618,629	550,000	800,000	N/A	N/A	?
Nova Scotia	542,224	616,689	942,652	N/A	N/A	?
NFLD	N/A	342,551	538,800	\$25,000	25%	↓
NWT	22,264	26,371	41,606	\$20,000	N/A	=
Ontario		7,537,607	11,699,300	\$1,050,000	4%	↓
PEI	88,141	99,689	132,000	\$50,000	10%	?
Quebec	4,018,238	4,497,488	7,614,264	\$3,500,000	6%	↓
Saskatchewan	860,690	666,266	1,023,636	\$7,839,000	N/A	↑
Yukon	22,775	3,200,142	30,553	\$25,000	20%	=
Total			*			

* Indicates spending on education and awareness including salary and wages

** Indicates % of annual spending on education and awareness that is specifically used for occupant restraints.

*** Transport Canada reports total population for Canada as **30,491,300**

**** Transport Canada reports total spending for road safety initiatives as \$450,000 (excluding salaries), with 25% specifically on occupant restraints.

Compiled April 2000

APPENDIX IV: FINES & DEMERIT POINT TABLE

JURISDICTION	FINES	Points for non-use of Seat Belts	Regular Driver			New Driver Conditions		
			Points to Warning	Points to Interview	Points to a suspension	Points to Warning	Points to Interview	Points to Suspension
ALBERTA	\$50 + \$7	0	8	n/a	15	n/a	n/a	n/a
BRITISH COLUMBIA	\$75 +\$11	0	9-14	15-19 (probation letter)	20+ intent to prohibit	2-3*	2-3*	4-6 1 month prohibition*
MANITOBA	\$69+\$5	0	4	6	**	n/a	n/a	n/a
NEW BRUNSWICK	\$84 - \$1000	1	7	n/a	10	n/a	n/a	4
NEWFOUNDLAND	\$45-\$100	2	6 & 9	n/a	12	3	n/a	6
NOVA SCOTIA	\$78.75	2	4	6	10	3 (Optional)	4 (2 for Learner's License)	6 (4 for Learner's Licence)
NWT	\$50	2	8	12	15	n/a	n/a	n/a
ONTARIO	\$90 + \$20	2	6	9	15	2	6	9
PEI	\$100 +\$10	0	6,7,8	9,10,11	12	3,4,5	Susp. Level	6+ (1 st year) 9+ (2 nd year)
QUEBEC	\$80 - \$100	2	7	n/a	15	n/a	n/a	4
SASKATCHEWAN	\$75	2 for new driver sanctions, considered "low risk")	9-12	13-16	17	1 "low risk" conviction	2 "low risk" or one "high risk" conviction	n/a
YUKON	\$40	0	8-11	n/a	15	n/a	n/a	n/a

* New Driver Conditions (within 2 yrs), one 12 hr or 24 hr suspension=1 month driving prohibition; 2 or more suspensions = 1 year driving prohibition

** Driver called in for a show cause based on seriousness of record. Automatic show cause for (speeding over 49K, disobey peace officer; careless driving; racing a motor vehicle; fail to remain).

Compiled April 2000

APPENDIX V: NATIONAL OCCUPANT RESTRAINT PROGRAM (Exemptions Child Restraints)

Compiled April 2000

EXEMPTION IN PLACE (*)		BC	AB	SK	MB	ON	QC	NS	PE	NB	NF	YT	NT
Registration	driver not licensed in the province	*											
	vehicle registered in another jurisdiction				1	*		1	1	*			*
	registered to someone other than parent/guardian	7		7	2	7		2a	7				7
	non resident under 9 kg/rental vehicle												
	non resident												
driver of vehicle in which seat belt not required in vehicle		*		*	*		*				*	*	
Driver of rental vehicle													
	rental less than 14 days		*										
	rental less than 21 days				*								
	rental less than 30 days	*											
	short term		b										*
Taxi (child in/driver of)		*	*	*	*	8	*	*	*	*		*	*
Peace/police officer on duty		*				*		*					
Medical and Physical		*		*	*	*		10	*		*	13	
Seat belt not available to passenger				*	*	*		*			*	*	
Vehicle manufactured prior to a certain date				12	1971	1974		1971	1971	1970	1971	1965	
Emergency vehicle		*	*	12								*	
Ambulance (if seat belt not available)				*		9							*
Day care pre-school activity			11	12									
Bus (for hire)		*		12		*						*	
Motorhome				12								*	
Legislation enacted		01/03 1985	13/11 1984	01/11 1983	01/01 1984	01/11 1982	01/01 1985	1985	01/07 1987	01/11 1984	01/07 1982	01/09 1987	01/04 1988
						01/11 1983							
						16/10 1989							
Seat belt fine schedule	Range	\$35- 100	\$50- 500	\$75	\$20-	\$40- 200	\$80- 100	\$78.75	\$100-	\$84- 1000	\$45- 500	less	\$50
	Usual amount	\$75	\$50	\$75	\$100	\$90 &	\$80 &	\$78.75	\$200	\$84	\$45	than	2 pts
	General fine (if different)		\$50	& 2 pts	\$35	2 pts	2 pts	\$78.75 & 2 pts		\$84 & 1 pt	\$45 & 2 pts	\$100- 40	

1. Vehicle registered in jurisdiction which does not require the use of child restraint systems
2. and vehicle is not equipped with child restraint system
3. transporting someone in care or custody (MB)
4. conducting specific work activities when riding in rear of ambulance
5. exemption extends only 21 days
6. may be waived if a child restraint is purchased
7. children between 9-18 kg in vehicle other than parent/guardian may use lap belt

8. children under 18 kg only
9. in rear compartment if under 18 kg
10. providing a letter of exemption is issued from a qualified medical practitioner.
11. motor vehicles used to transport children in connection with day care or pre-school program
 - a) the casual or occasional transportation (infant and toddlers)
 - b) day care of pre-school activities
12. if seat belt not available
13. temporary exemption only, no permanent exemptions given

APPENDIX VI: NATIONAL OCCUPANT RESTRAINT PROGRAM (Exemptions Seat Belts)

Compiled April 2000

EXEMPTION IN PLACE (*)		BC	AB	SK	MB	ON	QC	NS	PE	NB	NF	YT	NT
All drivers:	driving in reverse	*	*	*	*	*	*	*	*	*	*	*	*
Medical	requiring medical certificate/time limited	*	*	1	*	*	*	1	*	*	*	*	*
	physical characteristics: size or build	*	*	1	*	*	*	*	*	*	*	*	*
EMERGENCY	police on duty or in performance of duty	2			*			*		*	9		
	transporting someone in care/custody		*	*	*	*		*		*	*		*
	unless protected												
Fire Fighters:	while in or on a fire truck							*	*				
	if not occupying position with seat belt available				*	3					*		
	in emergency				*								
Ambulance attendants:						4							4
	when carrying patient		*		*			*	*			4	
	if not occupying position with seat belt available		*		*								
	in emergency				*								
Persons in custody/under arrest			*		*	*		*			*		*
Delivery route drivers:	frequent stops								*	*			
	frequent stops & speeds under 40 km/h	*	*	*	*	*				*	5	8	*
	Canada Post employees on rural mail delivery					*				*			
Taxi Cab Drivers:	operating a taxi cab for hire	7			*			*					
	in the performance of his/her work							*					
	when carrying passengers for hire		*	*		*	*	*					
Bus Drivers (transit)			*	10	*								*
Driving Instructors					*								
Driving Examiners					*								
Parade Participants			*		*								
Pelvic restraint only must be worn		*		6							6		
Vehicles manufactured prior to date (no belts)		*	*	*					*	1970		1965	
Commercial use									*				
Legislation enacted		01/10 1977	01/07 1987	01/07 1977	01/01 1984	01/01 1976	15/08 1976	01/01 1985	01/07 1987	01/11 1983	01/07 1982	01/07 1991	01/04 1988
Seat belt fine schedule	Range	\$35	\$50	\$75	\$20-	\$40-	\$80- 100	\$78.75	\$100-	\$84-	\$45- 500	less	\$50
	Usual amount	\$100	\$500	\$75 &	\$100	\$200	\$80 &	\$78.75	\$200	\$1000	\$45	than	2 pts
	General fine (if different)	\$75	\$50	2 pts	\$35	\$90 &	2 pts	\$78.75		\$84 &	\$45	\$100	
						2 pts		& 2pts		1 pt	& 2pts	\$40	

1. no time limit on medical seat belt exemption
2. exemption for "frequency alighting" from vehicle intended to address police as well
3. conducting specific work activities when occupying a seated position behind the driver's cab
4. conducting specific work activities when riding in the rear compartment of an ambulance
5. frequent stops and speed under 50 km/h
6. for systems in which the pelvic belt is separate from the torso belt

7. speed under 78 km/h
8. speed under 30 km/h where distance between stops does not exceed 250 m and vehicle does not
9. where compliance would endanger him/her or hamper performance of his/her duties
10. when travelling under 40 km on regular route or believe safety to be at risk