STRATEGY TO REDUCE IMPAIRED DRIVING 2001 and 2010

STRID Monitoring Report:
Progress in 2001 and 2002

Prepared For

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

and

Transport Canada

By

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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.
EXECUTIVE SUMMARY

BACKGROUND AND INTRODUCTION

In 1990, the Council of Ministers responsible for transportation and highway safety approved and directed the Canadian Council of Motor Transport Administrators (CCMTA) to proceed with programs to reduce by 20% the number of traffic fatalities involving impaired drivers by the year 1995. To achieve this target, the CCMTA Standing Committee on Road Safety Research and Policies formulated a “Strategy to Reduce Impaired Driving” (STRID). In 1995, CCMTA renewed STRID for another five-year period -- until 2001 -- with the objective of reducing the percent of fatalities and serious injuries involving a drinking driver by 20%.

STRID 2001 contains three core program elements that relate to enforcement and awareness, legislative initiatives and communications. Specific initiatives within these core areas include:

♦ Enforcement and Awareness

□ Conduct combined enforcement and awareness campaigns during the Christmas season, focusing on drinking and driving.

□ Participate in other enforcement and awareness campaigns focusing on drinking and driving.

♦ Legislation

□ Implement minimum licence suspensions of 1, 3 and 5 years for first, second, and third or subsequent convictions for impaired driving within a five year cycle.

♦ Communications

□ Plan and develop communications to promote and increase the visibility of STRID.

In addition, to these core initiatives, jurisdictions are also encouraged to adopt the following other measures in the areas of education, legislation and assessment/rehabilitation programs.
♦ **Education**

- Require the implementation of server training programs as a condition of restaurants and bars maintaining their liquor licence.

- Initiate efforts to inform and educate the police, crown prosecutors and the judiciary about the severity of the impaired driving problem.

♦ **Legislation**

- Implement administrative licence suspension (or other action for 90 days) if the driver is over the legal limit of 0.08, at some lower BAC limit, or refuses a breath/blood test.

- Introduce a breath alcohol ignition interlock program as part of a relicensing program.

- Introduce vehicle-based sanctions, such as seizure, impoundment, immobilization, or confiscation, or actions against the licence plate, such as tagging or seizure, for driving while suspended.

- Remove exemptions for work permits.

- Implement other drinking-driving legislation.

♦ **Assessment and Rehabilitation**

- Introduce mandatory assessment and treatment for drinking-driving offenders.

STRID 2001 officially ended in December 2001. Beginning in 2002, the new strategy, STRID 2010, was launched with the following objective: a 40% decrease in the percentage of road users fatally or seriously injured in crashes involving alcohol. Similar to previous STRID initiatives, STRID 2010 recommends jurisdictions adopt a number of key elements in the following areas:

♦ **Education and Awareness**

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

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

- Highlight the costs associated with drinking and driving.
Target/personalize educational campaigns for different audiences.

Other

♦ **Role of Policing**

- Train and encourage more police officers to develop Drug Recognition Experts (DREs) and more use of the Field Sobriety Tests (FSTs).
- Streamline procedures for processing drinking drivers.
- Encourage officers to lay more criminal charges rather than 24-hour suspensions.
- Lobby for increased police resources to help increase the perceived risk of apprehension.
- Encourage police to use passive sensors as an aid for investigating drinking drivers.

Other

♦ **Policy/Legislative Initiatives**

- Record and track roadside administrative license suspensions on the driver record.
- Make it an offence to refuse a Field Sobriety Test.
- Introduce escalating sanctions based on BAC level to provincial regulations.
- Widen the search (look-back) window for drinking and driving sanctions to 10 years.
- Introduce reduced BAC thresholds for multiple offenders.
- Take advantage of any technological innovations for enforcing drinking and driving.
♦ **Health Promotion**

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

♦ **Linkages**

- Representatives from the medical and injury prevention fields and other appropriate stakeholder agencies should be encouraged to become more involved in STRID.
- Linkages with the enforcement and justice communities should be strengthened.

♦ **Other Activities**

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


In April 1999, TIRF was commissioned by CCMTA and Transport Canada to prepare monitoring reports describing progress in addressing the impaired driving problem during 1998, 1999, 2000 and 2001. This report describes work to date on the 2001 monitoring report.

**PROGRESS TOWARDS STRID 2001**

**RECOMMENDATIONS**

In the six years since the inception of STRID 2001, jurisdictions have implemented, or already had in place, several of the recommended initiatives. Progress in 2000 and 2001 is summarized on the following pages and tables.
CORE ELEMENTS

♦ *Enforcement and Awareness*

- In 2001, all jurisdictions have conducted combined enforcement and awareness campaigns during the Christmas season, focusing on drinking and driving.

- Most jurisdictions also participated in other enforcement and awareness campaigns focusing on drinking and driving.

♦ *Legislation*

- By 2001, seven jurisdictions – Yukon, British Columbia, Alberta, Saskatchewan, Manitoba, Ontario and Nova Scotia – had implemented minimum licence suspension periods that corresponded to or exceeded the recommended periods of 1, 3 and 5 years for first, second, and third or subsequent convictions for impaired driving. The programs in five jurisdictions - the Yukon, British Columbia, Manitoba, Ontario, and Nova Scotia - go beyond the recommended 5 years for third or subsequent convictions.

♦ *Communications*

- During 2001 all jurisdictions except Newfoundland and the Yukon initiated specific activities to promote and increase the visibility of STRID 2001.

- In October 2000, CCMTA convened a national workshop on “Eliminating Impaired Driving: The Road Ahead”, with the view of undertaking steps towards developing a new Canadian strategy (STRID 2010) involving major stakeholders. During 2001, the STRID Task Force developed the new strategy that extended STRID to 2010. A copy of the proceedings of this workshop can be obtained from the CCMTA website [www.ccmta.ca/english/pdf/strid.pdf](http://www.ccmta.ca/english/pdf/strid.pdf).

OTHER ELEMENTS

♦ *Education*

- All jurisdictions have server training programs – but most of these programs are available on a voluntary basis and have been in place for sometime.

- During 2001 all jurisdictions, except for Newfoundland, had programs in place to inform and educate the police, crown prosecutors and the judiciary about the severity of the impaired driving problem.
♦ **Legislation**

- During 2001, seven jurisdictions – Alberta, Saskatchewan, the Yukon, Manitoba, Ontario, Nova Scotia and Prince Edward Island – had 90-day administrative licence suspensions if the driver is over the legal limit of 0.08. British Columbia had a 90-day administrative licence prohibition in effect for drivers with BACs over 0.08. A program was also implemented in Quebec that applies an administrative licence suspension for BACs over .08 of 15 days for the first offence and 30 days for the second offence. New legislation in 2002 increases the suspension periods in Quebec.

- In 2000, Alberta, Ontario, Quebec and the Yukon were the only four jurisdictions with an alcohol ignition interlock program. In 2000, legislation was passed in Saskatchewan to provide for alcohol ignition programs for first-time offenders. In 2001, legislation for an ignition interlock program was also passed in Manitoba.

- In 2001, eight jurisdictions – the Yukon, British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Quebec and Prince Edward Island – had a vehicle impoundment/seizure program. Vehicle impoundment is also legislated in Nova Scotia but not yet proclaimed.

- Ten jurisdictions – the Yukon, Northwest Territories, British Columbia, Alberta, Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland – either do not have exemptions for work permits or have removed them.

♦ **Assessment and Rehabilitation**

In 2001, nine jurisdictions – Alberta, Saskatchewan, Manitoba, Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland – had some form of mandatory assessment and/or treatment for drinking-driving offenders. An assessment program is being developed in British Columbia.
Executive Summary

Traffic Injury Research Foundation

PROGRESS TOWARDS STRID 2010

RECOMMENDATIONS

In 2002, the first year of STRID 2010, jurisdictions have implemented, or already had in place, several of the recommended initiatives. Progress in 2002 is summarized on the following pages and tables.

♦ Education and Awareness

□ In 2002, nine jurisdictions – Nunavut, British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Nova Scotia, Prince Edward Island, and Newfoundland – had
programs in place to educate the police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences.

- Nine jurisdictions – Nunavut, British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, New Brunswick, Nova Scotia and Prince Edward Island – had awareness programs in place with appropriately targeted messaging that are aimed at a younger audience (i.e., kindergarten through Grade 12).

- Eight jurisdictions – British Columbia, Alberta, Manitoba, Ontario, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland – highlight the costs associated with drinking and driving in their programs.

- Nine jurisdictions – British Columbia, Alberta, Saskatchewan, Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland – had programs in place for specific audiences (e.g. designated drivers, seniors, males aged 35-44).

♦ Role of Policing

- As of 2002, seven jurisdictions – British Columbia, Saskatchewan, Manitoba, Ontario, Quebec, Nova Scotia, and Newfoundland – either provided officers with training to become DREs (drug recognition experts) or encouraged greater use of FSTs (field sobriety tests).

- Four jurisdictions - Alberta, Saskatchewan, Ontario, and Nova Scotia – streamlined procedures for dealing with drinking drivers.

- Three jurisdictions – Alberta, Saskatchewan, and Ontario – encouraged officers to lay more criminal charges rather than 24-hour suspensions.

- Lobbying for increased police resources to increase the perceived risk of apprehension is in place in eight jurisdictions – Nunavut, British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Quebec, Prince Edward Island.

- Encouraging the use of passive sensors as an aid for investigating drinking drivers is in place in two jurisdictions – Saskatchewan and New Brunswick.

♦ Policy/Legislative Initiatives

- All jurisdictions with the exception of Quebec have some version of a 12- or 24-hour immediate roadside administrative licence suspension (prohibition). Six of
these jurisdictions record this short-term suspension on the driver record - British Columbia, Alberta, Saskatchewan, Manitoba, Prince Edward Island, and the Yukon. Most jurisdictions have lengthier (e.g. 90 days) administrative licence suspensions for offenders with BACs over .08 and these are recorded on the driver record.

☐ In Quebec it is an offence to refuse a field sobriety test.

☐ Incorporating escalating sanctions based on BAC level to provincial regulations exists in two jurisdictions – the Yukon and Manitoba.

☐ Eight jurisdictions – British Columbia, Alberta, Manitoba, Ontario, Quebec, Nova Scotia, Prince Edward Island, and Newfoundland – had widened the search (look-back) window for drinking and driving sanctions to 10 years.

☐ In the Yukon and Ontario, reduced BAC thresholds for multiple offenders are in place.

☐ Five jurisdictions – Alberta, Saskatchewan, Manitoba, Ontario and Nova Scotia – have taken advantage of using technological innovations (e.g. ignition interlock) for enforcement.

♦ Health Promotion

☐ As of 2002, eight jurisdictions – Alberta, Saskatchewan, Manitoba, Ontario, Quebec, Nova Scotia, Prince Edward Island, and Newfoundland – had introduced mandatory assessment and rehabilitation.

♦ Linkages

☐ In seven jurisdictions – British Columbia, Alberta, Saskatchewan, Ontario, Nova Scotia, Prince Edward Island, and Newfoundland – representatives from the medical and injury prevention fields and other appropriate stakeholder agencies had been encouraged to become more involved in STRID.

☐ Linkages with the enforcement and justice communities have been strengthened in ten jurisdictions – Nunavut, British Columbia, Alberta, Saskatchewan, Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland.

♦ Other Activities
Other initiatives or programs not described above but relevant to STRID 2010 or STRID 2001 are in place in seven jurisdictions – the Northwest Territories, British Columbia, Alberta, Manitoba, Ontario, Nova Scotia, and Newfoundland. For example, Manitoba Public Insurance provides funding to the Manitoba Association of School Trustees (MAST) to oversee the operation of the Safe Graduation and Teens Against Drunk Driving Program (TADD).

### STRID 2010 INITIATIVES: 2002

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### PROGRESS TOWARD STRID 2001 OBJECTIVE

The STRID 2001 objective is to reduce by 20% the percent of fatalities and serious injuries involving a drinking driver by 2001. An examination of indicators of the alcohol-crash problem reveals that reductions have occurred in Canada since STRID 2001 was endorsed in 1995. The analyses revealed:

♦ a 15.6% decrease in the percent of fatally injured drivers who had been drinking, from 45% in the baseline period (1990-1995) to 38% in 2001;
• a 12.5% decrease in the percent of alcohol involvement in all motor vehicle fatalities\(^1\), from 41.7% in 1995 to 36.5% in 2001;

• a 15.4% decrease in the percent of motor vehicle fatalities involving drinking drivers\(^2\), from 39% in 1995 to 33% in 2001.

• A 14.3% decrease in the percent of drivers in serious injury crashes that involved alcohol, from 21% in 1995 to 18% in 2001.

Thus, in Canada overall, there has been significant improvement in the alcohol-crash problem in recent years. However, these improvements have fallen short of the targeted 20% reduction called for by STRID 2001. And, despite these gains, an examination of recent data reveals that the problem remains significant. For example:

• 38% of all drivers fatally injured in road crashes during 2001 had been drinking;

• the overwhelming majority of fatally injured drinking drivers – about 85% of them – had BACs in excess of the legal limit of 80 mg%; an estimated 527 drivers who died in Canada in 2001 had alcohol levels in excess of the legal limit;

• a substantial portion of all fatally injured drinking drivers had high BACs – 61% had alcohol levels over 150 mg%;

• alcohol was involved in 36.5% of all motor vehicle fatalities\(^1\) in 2001 – an estimated 1,103 persons died in alcohol-related crashes in 2001.

• 33% of motor vehicle fatalities involved a drinking driver\(^2\) in 2001 – an estimated 874 persons died in crashes on public roadways in which at least one of the drivers had been drinking.

• 18% of drivers were in serious injury crashes that involved alcohol in 2001.

\(^1\) “Alcohol in all motor vehicle fatalities” include on- and off-roadway collisions, with any type of motorized vehicle, in which the driver had been drinking and pedestrian fatalities in which the pedestrian had been drinking but the surviving driver was sober.

\(^2\) “Motor vehicle fatalities involving drinking drivers” restricted to fatalities that involve only drinking drivers operating principal types of motor vehicles on public roadways.
Number and Percent of Fatally Injured Drivers Positive for Alcohol: Canada, 1990-2001

BACs Among Fatally Injured Drivers: Canada, 2001

* numbers are estimates based on the BAC distribution of drivers tested for alcohol
Number* and Percent of Motor Vehicle Fatalities**
Involving a Drinking Driver: Canada, 1995-2001

* estimates based on percent of fatalities for which information was available to determine alcohol use
** only on public roadways involving principal vehicle types

Percent of Drivers in Serious Injury Crashes that Involved Alcohol*: Canada**, 1995-2001

* single vehicle nighttime crashes (SVN) as well as non-SVN crashes that have police-reported alcohol involvement
** excludes British Columbia and the Yukon because police collision reports and data systems do not identify the severity of the injury
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1.0 INTRODUCTION

1.1 BACKGROUND

In 1990, the Council of Ministers responsible for transportation and highway safety approved and directed the Canadian Council of Motor Transport Administrators (CCMTA) to proceed with programs to reduce by 20% the number of traffic fatalities involving impaired drivers by the year 1995.

To achieve this target, the CCMTA Standing Committee on Road Safety Research and Policies formulated a “Strategy to Reduce Impaired Driving” (STRID), which required each jurisdiction to: develop a four year plan; establish a central coordinating agency for impaired driving; establish an inter-agency committee; coordinate enforcement and awareness programs; and, implement a new legislative initiative by the end of 1993.

In 1995, CCMTA renewed the Strategy to Reduce Impaired Driving for another five year period -- until 2001 -- with the objective of reducing the percent of fatalities and serious injuries involving a drinking driver by 20%. STRID 2001 recommends that jurisdictions implement program initiatives in the areas of enforcement, awareness, legislative initiatives and communications. Specific measures that were recommended included: conducting combined enforcement and awareness campaigns during the Christmas season, focusing on the high risk offender; participating each spring/summer in a nationally coordinated enforcement/awareness campaign focusing on drinking and driving; invoking minimum licence suspensions of 1, 3 and 5 years for first, second, and third or subsequent offences; and developing a communication plan. In addition to these actions, jurisdictions are encouraged to implement other initiatives in the areas of education, legislation, and assessment and rehabilitation programs, accompanied by monitoring, research and evaluation activities.

STRID 2001 officially ended in December 2001. Beginning in 2002, the new strategy, STRID 2010, was launched with the following objective: a 40% decrease in the percentage of road users fatally or seriously injured in crashes involving alcohol. Similar to previous STRID initiatives, STRID 2010 recommends jurisdictions adopt a number of key elements in the areas of education and awareness, role of policing, policy and legislation, health promotion, linkages and research. The strategy focuses on a number of key target groups including hard core drinking drivers, new/young drivers, social drinkers, and first-sanctioned drivers. More information about STRID 2010 is found on the CCMTA website www.ccmta.ca/english/pdf/STRID_Strategy_2010.pdf.
In April 1999, TIRF was commissioned by CCMTA and Transport Canada to prepare monitoring reports describing progress in addressing the impaired driving problem during 1998, 1999, 2000 and 2001. This report describes work to date on the 2001 monitoring report.

### 1.2 METHOD

Work on the project involved a survey of relevant agencies in each jurisdiction across Canada to obtain information on drinking-driving initiatives, and an examination of motor vehicle fatality and injury collision data to determine the extent to which STRID 2001 has achieved reductions in the percent of alcohol-related fatalities and serious injuries. Each of these work activities is described below.

**1.2.1 The Survey.** Information contained in this report on impaired driving initiatives was obtained by means of a survey of relevant agencies in each jurisdiction across Canada. Members of the CCMTA Standing Committee on Road Safety Research and Policies in each jurisdiction were contacted and asked to provide information concerning their impaired driving initiatives in 2001 and 2002. In addition, summary information was requested on other new initiatives in the areas of education, legislation, and assessment and rehabilitation programs. Completed summary sheets are provided in Appendix A.

Members of the Committee were also asked to identify any impaired driving promotional material that they currently produce, distribute or use. Information on promotional material that was received is provided in Appendix B.

CCMTA Standing Committee Members were also asked to update our contact list of other agencies involved in impaired driving initiatives in their jurisdiction. The list of other agencies is provided in Appendix C. These agencies were surveyed to identify their drinking-driving activities during 2001 and 2002 as well.

A total of 29 individuals/agencies provided information, including both members of the CCMTA Standing Committee on Road Safety Research and Policies and representatives of other agencies involved in dealing with the impaired driving problem. They provided information on progress in their jurisdiction in meeting the STRID 2001 and STRID 2010 recommendations and on those drinking driving initiatives that were either ongoing and/or implemented in 2001 and 2002.

**1.2.2 Examining Changes in Motor Vehicle Fatalities and Serious Injuries Involving a Drinking Driver.** Several indicators are used in this report to examine annual changes in the alcohol-crash problem that could be attributable to
impaired driving initiatives. The Fatality Database continues to be used as the primary source of information for estimating alcohol involvement in fatal crashes. In this context, the magnitude of the alcohol-crash problem is estimated from data on fatally injured drivers – i.e., the results of objective, chemical tests on the presence of alcohol in blood.

These data are relatively accessible and highly reliable. Owing to their historical continuity, the data have provided the basis for monitoring trends in the alcohol-crash problem and tracking the success of initiatives such as the initial Strategy to Reduce Impaired Driving (STRID). And, this was quite appropriate because the objectives of the first STRID initiative were stated in terms of changes in the prevalence of alcohol among fatally injured drivers.

In 1995, however, the objectives of STRID were expanded to encompass all motor vehicle fatalities involving a drinking driver (not just fatally injured drivers) as well as all motor vehicle collisions involving a serious injury in which a driver was drinking. To monitor progress in achieving the new STRID objectives requires considerably more information than the presence of alcohol among drivers who were killed in road crashes.

To extend information on the prevalence of alcohol in fatal motor vehicle collisions involving a drinking driver, supplementary data have been captured from police reports and coroners files. These sources provide data on the presence of alcohol among: drivers who died but were not chemically tested for alcohol; drivers who survived (virtually all of whom are not tested); and pedestrians who were not tested. This additional information, combined with routinely captured information on the results of chemical tests, provides a more accurate estimate of the number and percent of motor vehicle fatalities that involve a driver who had been drinking – precisely what is required by the STRID objective.

To provide an index of the extent of alcohol in serious injury collisions, a surrogate or indirect measure has been used. Although surrogate measures, such as single-vehicle nighttime crashes (SVN) or single-vehicle nighttime crashes involving a male driver (SVNM), are limited in their ability to identify serious injury crashes involving alcohol, such measures provide reasonable approximations of trends in alcohol-related serious injuries (i.e., the measure appears to be quite reliable). This is especially the case if information on police-reported alcohol involvement is added to the surrogate measure. This is accomplished, for example, by reviewing cases that are non-SVN to determine if the police have reported alcohol involvement. If so, the number of non-SVN cases with police-reported alcohol involvement would be added to the number of SVN cases to create an indicator of alcohol-related serious injuries.
1.3 SCOPE OF THE REPORT

The report is divided into the following sections:

Section 2.0, Overview of Progress, describes: 1) the extent to which STRID 2001 recommendations have been met in each jurisdiction in 2001; and 2) the extent to which STRID 2010 recommendations have been met in each jurisdiction in 2002.

Section 3.0, Changes in the Alcohol-Crash Problem, examines whether progress has been made toward the STRID 2001 objective of a 20% reduction in the percent of fatalities and serious injuries involving a drinking driver.

Section 4.0, Province/Territory Profiles, describes impaired driving initiatives and programs either ongoing or introduced in 2001 and 2002 in each jurisdiction as well as trends in the drinking driving problem and the contemporary magnitude of the problem.

Appendix A contains summary sheets describing new non-core STRID initiatives in the areas of education, legislation and assessment and rehabilitation.

Appendix B provides information on the impaired driving promotional material that was identified by each member of the CCMTA Standing Committee. It indicates: the agency that produces/distributes the material; the type of material (e.g., brochure, TV commercial, pen, car stickers, educational videos, posters, buttons) and the title; whether the material is available to other agencies/individuals; the cost (if applicable); and the key contact (name and phone) to request the material.

Appendix C contains the list of other agencies identified by the CCMTA Standing Committee as contacts for the project.
2.0 OVERVIEW OF PROGRESS: STRID 2001 and STRID 2010

2.1 STRID 2001

The “Strategy to Reduce Impaired Driving 2001” -- STRID 2001 -- contains three core program elements that relate to enforcement and awareness, legislative initiatives and communications. Specific initiatives within these core areas include:

♦ Enforcement and Awareness

• Conduct combined enforcement and awareness campaigns during the Christmas season, focusing on drinking and driving.

• Participate in other enforcement and awareness campaigns focusing on drinking and driving.

♦ Legislation

• Implement minimum licence suspensions of 1, 3 and 5 years for first, second, and third or subsequent convictions for impaired driving within a five year cycle.

♦ Communications

• Plan and develop communications to promote and increase the visibility of STRID.

In addition, to these core initiatives, jurisdictions are also encouraged to adopt the following other measures in the areas of education, legislation and assessment/rehabilitation programs.

♦ Education

• Require the implementation of server training programs as a condition of restaurants and bars maintaining their liquor licence.

• Initiate efforts to inform and educate the police, crown prosecutors and the judiciary about the severity of the impaired driving problem.

♦ Legislation
• Implement administrative licence suspension (or other action for 90 days) if the driver is over the legal limit of 0.08, at some lower BAC limit, or refuses a breath/blood test.

• Introduce a breath alcohol ignition interlock program as part of a relicensing program.

• Introduce vehicle-based sanctions, such as seizure, impoundment, immobilization, or confiscation, or actions against the licence plate, such as tagging or seizure, for driving while suspended.

• Remove exemptions for work permits.

• Implement other drinking-driving legislation.

♦ Assessment and Rehabilitation

• Introduce mandatory assessment and treatment for drinking-driving offenders.

2.1.1 Core Elements. As mentioned previously, core elements of STRID 2001 include initiatives in the areas of enforcement and awareness, legislation and communication. Progress in meeting these core elements in each jurisdiction is summarized in Table 2-1a for 2001. A review of information contained in the tables demonstrates that there has been considerable progress during 2001. These initiatives are described briefly below and more detailed descriptions are provided in Section 4, Province/Territory Profiles.

♦ Enforcement and Awareness. STRID 2001 recommends that each jurisdiction conduct combined enforcement and awareness campaigns during the Christmas season, focusing on drinking and driving, and participate in other drinking-driving enforcement and awareness campaigns. As can be seen in the tables, all jurisdictions have implemented some form of enforcement campaign during the Christmas season in 2001. These have typically involved jurisdiction-wide selective traffic enforcement programs -- e.g., S.T.E.P. or road checkstops -- whereby drivers are stopped at roadside, and if alcohol is suspected, breathalyzed. These programs are bolstered by mass media campaigns -- e.g., radio, television, and newspaper announcements as well as posters -- to increase awareness that the police will be stopping motorists to check for drinking drivers. In some jurisdictions, such as British Columbia, Quebec and New Brunswick, this is a month long campaign. In addition, a few
<table>
<thead>
<tr>
<th>JURISDICTION</th>
<th>CORE ELEMENTS: 2001</th>
<th>ENFORCEMENT AND AWARENESS CAMPAIGNS</th>
<th>LEGISLATION</th>
<th>COMMUNICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>CHRISTMAS</td>
<td>MINIMUM LICENCE SUSPENSION *</td>
<td>PROMOTE VISIBILITY OF STRID</td>
</tr>
<tr>
<td></td>
<td></td>
<td>OTHER</td>
<td></td>
<td>Public consultation campaign: questionnaire, live TV phone in show, public forums.</td>
</tr>
<tr>
<td>Northwest Territories</td>
<td></td>
<td>Hosted national CYAID Conference in 2001, conducted workshops, awareness campaign</td>
<td>No: 1st - 1 year, 2nd - 2 years, 3rd + - 3 years</td>
<td></td>
</tr>
<tr>
<td>Yukon</td>
<td></td>
<td>“Kiss it goodbye” vehicle impoundment, licence suspension and disqualification awareness</td>
<td>Yes - 1st 1 year, 2nd 3 years, 3rd indefinite licence suspension</td>
<td>No</td>
</tr>
<tr>
<td>British Columbia</td>
<td></td>
<td>Additional roadchecks from April to December</td>
<td>Yes: 1st yr., 2nd 3 yrs., 3rd - indefinite (10 yr. min. with remedial program)</td>
<td>Various community-based programs &amp; communications</td>
</tr>
<tr>
<td>Alberta</td>
<td></td>
<td>Summer awareness program; Checkstop pilot plan</td>
<td>Yes (August 1988)</td>
<td>Alberta Impaired Driving Strategy session</td>
</tr>
<tr>
<td>Saskatchewan</td>
<td></td>
<td>“Always Plan a Safe Ride Home” designated driver campaign in Apr.- May; Aug.-Sept.</td>
<td>Yes (August 1996)</td>
<td>Yes</td>
</tr>
<tr>
<td>Manitoba</td>
<td></td>
<td>Random checkstops, Roadwatch campaign from May to November</td>
<td>Yes: 1st 1 year, 2nd 3 years, 3rd 10 years, subsequent - lifetime (Dec 2001)</td>
<td>“You Lose” media campaign concerning drunk driving legislation introduced in Dec</td>
</tr>
<tr>
<td>Ontario</td>
<td></td>
<td>Two province-wide (month-long) STEPs in May and Nov/Dec; designated driver programs; youth intervention</td>
<td>Yes: 1st 1 year, 2nd 3 years, 3rd indefinite (reducible to 10 years), subsequent- lifetime (1998)</td>
<td>Annual multidisciplinary conference on injury prevention and impaired driving</td>
</tr>
<tr>
<td>Quebec</td>
<td></td>
<td>3-month television campaign co-inciding with “Safe Grad”; “The Drive Home ... The Choice is Yours” ad campaign</td>
<td>Yes (June 2001)</td>
<td>Awareness campaign for new legal measures</td>
</tr>
<tr>
<td>New Brunswick</td>
<td></td>
<td>“Drive to Arrive” radio and print ad campaign in summer of 2001</td>
<td>No: 1st - 1 year, 2nd - 2 years, 3rd + - 3 years</td>
<td>Published and distributed brochures and posters on DWI issues</td>
</tr>
<tr>
<td>Nova Scotia</td>
<td></td>
<td>“Drive to Arrive” radio and print ad campaign</td>
<td>Yes: 1st 1 year, 2nd 3 years, 3rd 10 years, subsequent- lifetime (Dec 1999)</td>
<td>Establishment of Alcohol Countermeasures Committee</td>
</tr>
<tr>
<td>Prince Edward Island</td>
<td></td>
<td>High school graduation Spring awareness campaign</td>
<td>No: 1, 2 &amp; 3-year suspensions since 1990</td>
<td>Yes</td>
</tr>
<tr>
<td>Newfoundland</td>
<td></td>
<td>STEP &amp; random checkstops all year by RCMP and RNC</td>
<td>No: 1, 2, and 3 years since January 1995</td>
<td>Yes</td>
</tr>
</tbody>
</table>

* Minimum Licence Suspension: 1st occurrence = 1 year, 2nd occurrence = 3 years, subsequent occurrence = 5 years
jurisdictions combine the enforcement and awareness campaign with other related activities. For example, during 2001, Manitoba encouraged responsible server training and designated driver programs; Quebec promoted Operation Red Nose which provides safe drives home for drinking drivers; and Alberta distributed promotional materials – e.g., posters, buttons, lapel pins and cling decals, to support the designated driver program. In Nova Scotia, the campaign “Operation Pipeline”, which started in October 1997, involved checks by the RCMP for both alcohol and other drugs. In Saskatchewan, in 2001, the “Santa’s Little Helpers” awareness campaign was conducted.

STRID 2001 also recommends that jurisdictions participate in other enforcement and awareness campaigns. During 2001, most jurisdictions conducted spring and summer campaigns focussing on drinking and driving. In Prince Edward Island, the focus was on a High School graduation awareness campaign. In Newfoundland, activities involved Victoria and Labour Day messages. In Alberta, the Joint Forces Checkstop was repeated in the spring, summer and fall of 2001. In Ontario, the Arrive Alive campaign focused on raising awareness of the drinking-driving problem with an emphasis on summer months. The campaign included a series of public service announcements, weekly media reports, and a “passport” with tips on responsible use, home hosting, impaired driving penalties, Operation Lookout and a Call Me Card – a promissory note to provide a ride home.

Finally, the original STRID 2001 report had called for a national coordinating committee to set parameters for the national effort and assume responsibility for providing information to interested agencies. A CCMTA “STRID National Task Force” serves as the coordinating body and manages the strategy.

♦ Legislation. STRID 2001 recommends that jurisdictions implement minimum licence suspensions of 1, 3, and 5 years for first, second and third or subsequent convictions for impaired driving within a five-year cycle. Three jurisdictions -- Ontario (1998), Yukon (1998) and Nova Scotia (1999) introduced new laws that substantially increased the minimum licence suspension period for repeat offenders. The licence suspension periods for these jurisdictions are shown below:

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1(^{st}) conviction</td>
<td>1 year</td>
<td>1 year</td>
<td>1 year</td>
</tr>
<tr>
<td>2(^{nd}) conviction</td>
<td>3 years</td>
<td>3 years</td>
<td>3 years</td>
</tr>
<tr>
<td>3(^{rd}) conviction</td>
<td>life*</td>
<td>indefinite</td>
<td>10 years</td>
</tr>
<tr>
<td>4(^{th}) conviction</td>
<td>life</td>
<td>life</td>
<td></td>
</tr>
</tbody>
</table>

*reducible to 10 years
In addition, in Nova Scotia effective December 1999, drunk driving offenders convicted of criminal negligence causing death lose their licence for five years. Second time offenders lose their licence indefinitely (minimum of 10 years).

The federal government during 1999 also introduced amendments to the Criminal Code of Canada that increased the driving prohibition period for a first offence to 12 months, for a second offence to 24 months, and for a third or subsequent offence to 36 months. Two jurisdictions -- New Brunswick and the Northwest Territories -- introduced increases to their licence suspension periods that correspond to the federal levels. Table 2-1a indicates whether the minimum licence suspension periods recommended by STRID 2001 were in place in each jurisdiction in 2001. A "yes" means the jurisdiction met, or exceeded, the minimum licence suspension periods recommended by STRID 2001; a "no" means the jurisdiction's minimum licence suspension periods fell short of the STRID 2001 recommendations. Table 2-1b shows the minimum licence suspension periods that are currently in place in each jurisdiction.

As shown in Table 2-1a, by 2001 eight jurisdictions -- i.e., the Yukon, British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Quebec and Nova Scotia -- had in place (or had approved) minimum license suspension periods that correspond to or exceed the recommended periods. In Manitoba, Ontario and Nova Scotia, the minimum license suspension for a third conviction goes beyond the recommended 5 years to 10 years and all offenders convicted of their fourth offence lose their license privileges for life. In British Columbia, on the third conviction the licence is suspended indefinitely although this period can be reduced to 10 years if the offender submits to a remediation program. In the Yukon, a third or subsequent conviction results in an indefinite suspension.

A few jurisdictions have minimum suspension periods that are only slightly shorter than those recommended by STRID 2001. For example, in Newfoundland, the minimum license suspension for a 3rd or subsequent conviction is 3 years not 5 years. These correspond to the minimum periods of driving prohibition in the Criminal Code of Canada.

In December 2001, Manitoba implemented a new licence suspension scheme which has two categories of offences. These new categories and the suspension periods are described in the Manitoba section on pages 75 and 76.

♦ **Communications.** STRID 2001 recommends that jurisdictions plan and develop communications to promote and increase the visibility of STRID and the issue of impaired driving.
In 2001, all jurisdictions except the Yukon were engaged in communications campaigns which continued to promote the visibility of STRID 2001 and/or their drinking-driving initiatives. For example, in Ontario, the Annual Multidisciplinary Conference on Impaired Driving and Injury Prevention was held again and OCCID held Countermeasures XIII, a forum for experts and individuals committed to reducing impaired driving. In Nova Scotia, STRID is being indirectly promoted through the Alcohol Countermeasures subcommittee of the Road Safety Advisory Committee’s business strategic plan.

In October 2000, CCMTA convened a national workshop on “Eliminating Impaired Driving: The Road Ahead”. A copy of the proceedings from this workshop can be obtained from the CCMTA website www.ccmta.ca/english/pdf/strid.pdf. The objectives of the workshop were to: acknowledge the 10-year history of STRID; update the current strategy; refocus priorities; broaden participation and interaction beyond transportation stakeholders; identify roadblocks; identify impaired driving as a social problem and energize action; and develop a new Canadian strategy involving major stakeholders. The workshop was attended by some 100

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>1st Offence</th>
<th>2nd Offence</th>
<th>3rd Offence</th>
</tr>
</thead>
<tbody>
<tr>
<td>NWT/Nunavut</td>
<td>12</td>
<td>24</td>
<td>36</td>
</tr>
<tr>
<td>Yukon Territory</td>
<td>12</td>
<td>36</td>
<td>indefinite</td>
</tr>
<tr>
<td>British Columbia</td>
<td>12</td>
<td>36</td>
<td>indefinite*</td>
</tr>
<tr>
<td>Alberta</td>
<td>12</td>
<td>36</td>
<td>60</td>
</tr>
<tr>
<td>Saskatchewan</td>
<td>12</td>
<td>36</td>
<td>60</td>
</tr>
<tr>
<td>Manitoba</td>
<td>12</td>
<td>60</td>
<td>120**</td>
</tr>
<tr>
<td>Ontario</td>
<td>12</td>
<td>36</td>
<td>life*</td>
</tr>
<tr>
<td>Quebec</td>
<td>12</td>
<td>36</td>
<td>60</td>
</tr>
<tr>
<td>New Brunswick</td>
<td>12</td>
<td>24</td>
<td>36</td>
</tr>
<tr>
<td>Nova Scotia</td>
<td>12</td>
<td>36</td>
<td>120**</td>
</tr>
<tr>
<td>Prince Edward Island</td>
<td>12</td>
<td>24</td>
<td>36</td>
</tr>
<tr>
<td>Newfoundland</td>
<td>12</td>
<td>24</td>
<td>36</td>
</tr>
</tbody>
</table>

*Reducible to 10 years
**4th Offence - lifetime
participants from across the country representing such areas as justice, health, driver licensing, research, enforcement, road safety and community groups. During 2001, the STRID Task Force developed a strategy that has extended STRID to the year 2010.

2.1.2 Other Elements. STRID 2001 also includes several other program elements in the areas of education, legislation, and assessment and rehabilitation. Progress on these initiatives are described below and summarized in Table 2-2 for 2001. Further information on these initiatives can be found in Section 4.0, Province/Territory Profiles.

♦ Education. STRID 2001 recommends jurisdictions adopt the following two initiatives: server training programs as a condition of restaurants and bars maintaining their liquor licence; and efforts to inform and educate the police, crown prosecutors and the judiciary about the severity of the impaired driving problem.

  - Server training. All jurisdictions have server training programs. However, most of these programs are available on a voluntary basis and have been in place for sometime. To date, the Yukon, British Columbia, Manitoba, Ontario, Nova Scotia and Prince Edward Island are the only jurisdictions with mandatory programs. Ontario has had mandatory training since 1993 for new applicants for liquor licences, transferees, caterers, stadiums and most licensees subject to disciplinary hearings. Participation is voluntary for others.

  - Police, Judiciary, Crown. During 2001, all jurisdictions except for Newfoundland were involved in activities to inform and educate the enforcement and judicial communities about the severity of the impaired driver problem.

These educational efforts differed in the active jurisdictions. For example, in Manitoba, the Road Safety Coordinating Committee provides stakeholders, including the police, Crown prosecutors and the judiciary, an opportunity to share information amongst themselves and other organizations and individuals.

In Ontario, the Ministry of the Attorney General holds an annual summer school for Crown Attorneys. Part of the curriculum is a course on drinking and driving legislation.

♦ Other Campaigns. Several jurisdictions were involved in other educational campaigns regarding impaired driving during 2001. These included media campaigns in newspapers (Saskatchewan) and on television (Manitoba,
### Table 2-2

**OVERVIEW OF PROGRESS**

**OTHER ELEMENTS: 2001**

<table>
<thead>
<tr>
<th>JURISDICTION</th>
<th>EDUCATION</th>
<th>LEGISLATION</th>
<th>ASSESSMENT AND REHABILITATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>POLICE, JUDICIARY, CROWN PROSECUTORS</td>
<td>ALS **</td>
<td>INTERLOCK</td>
</tr>
<tr>
<td><strong>OVERVIEW OF PROGRESS</strong></td>
<td>OTHER CAMPAIGNS</td>
<td>ALMS</td>
<td>INTERLOCK</td>
</tr>
<tr>
<td>Northwest Territories</td>
<td>Voluntary</td>
<td>Yes</td>
<td>&quot;Enough is Enough&quot; campaign</td>
</tr>
<tr>
<td>Yukon</td>
<td>Yes</td>
<td>Yes</td>
<td>&quot;Boat safe, boat sober&quot;; ATV &amp; snowmobile operators campaign</td>
</tr>
<tr>
<td>British Columbia</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Manitoba</td>
<td>Yes</td>
<td>Yes</td>
<td>Television ads &quot;No One Walks Away&quot;</td>
</tr>
<tr>
<td>Quebec</td>
<td>Voluntary</td>
<td>Yes</td>
<td>Updated Alcofrein program (1997)</td>
</tr>
<tr>
<td>New Brunswick</td>
<td>Voluntary</td>
<td>Yes</td>
<td>Sponsor of TADD workshops</td>
</tr>
<tr>
<td>Nova Scotia</td>
<td>Yes</td>
<td>Yes</td>
<td>Road Safety Advisory Committee; additional RCMP training</td>
</tr>
<tr>
<td>Prince Edward Island</td>
<td>Yes</td>
<td>Yes</td>
<td>Review of impaired driving</td>
</tr>
<tr>
<td>Newfoundland</td>
<td>Voluntary</td>
<td>No</td>
<td>None</td>
</tr>
</tbody>
</table>

**ALS**: Administrative Licence Suspension; 90 days for BAC > 0.08 or refusal to submit to test.
Northwest Territories) as well as the production of educational materials (Manitoba, Ontario), the sponsorship of student groups (New Brunswick), and the conduct of conferences with sessions focussing on drinking driving (Ontario). In Saskatchewan, presentations were made at high schools, safety fairs and other events to discourage the practice of drinking and driving. In Alberta, the Provincial Impaired Driving committee remained active in developing new strategies to combat impaired driving. The Yukon continued its educational campaign aimed at drinking drivers of ATVs, snowmobile operators and boaters.

♦ **Legislation.** STRID 2001 recommends jurisdictions adopt four legislative initiatives: administrative license suspension; alcohol-ignition interlock devices for convicted impaired drivers; vehicle-based sanctions such as vehicle impoundment, vehicle immobilization, license plate tagging or confiscation for driving while suspended; and removal of exemptions for work permits.

- **Administrative license suspension.** Before 2000, seven jurisdictions had 90-day administrative license suspensions – Alberta, Manitoba, Ontario, Nova Scotia, Prince Edward Island, and the Yukon – and one jurisdiction had 90-day administrative driving prohibition – British Columbia – for offenders with BACs over .08. Administrative licence suspension was introduced in Saskatchewan in 2000.

The features of these programs differ from jurisdiction to jurisdiction. For example, if a person is charged for being over the limit or refuses to give a breath/blood test in Nova Scotia, Prince Edward Island or Manitoba, the police issue a 7-day temporary licence, revokes the regular license, and issues the driver a notice of a three month suspension. The Yukon program started in the spring of 1998 and involves the police issuing a 14-day driving permit until the 90-day suspension takes effect.

Several jurisdictions also introduced administrative licence suspension for different suspension periods. For example, in Quebec, the administrative license suspension for BACs over .08 is 15 days for the first offence and 30 days for the second offence. New legislation that should be implemented in 2002 will increase administrative licence suspensions to 30-days for a first offence and 90 days for second and subsequent offences.

A few jurisdictions have also recently introduced short-term suspensions for BACs below the legal statutory limit. For example, in Saskatchewan second offenders with BACs greater than .04 receive a 24-hour license suspension and are required to take an educational program. In Nova Scotia, effective December 1999, the 24-hour suspension applies to offenders with a BAC over .05. Although not shown in the tables, 12- or 24-hour roadside suspensions have been applied in a few
provinces for some time – e.g., the Yukon, Ontario, Manitoba, Alberta, British Columbia, New Brunswick and Newfoundland.

- **Alcohol-ignition interlocks.** STRID 2001 recommends that jurisdictions use breath alcohol ignition interlock devices with periodic monitoring, as part of a relicensing program of convicted impaired drivers. In 2001, only four jurisdictions had such programs in place – Alberta, Ontario, Quebec and the Yukon. In December 2000, enabling legislation for an Ignition Interlock Program was passed in Ontario. After serving all sanctions, including the province’s administrative driver licence periods, fines, and remedial measures, convicted impaired drivers can apply to have an ignition interlock condition placed on their driver’s licence for a period of one year, three years or life for first time, second time and subsequent offenders, respectively. Otherwise, they will be ineligible to have their driver licence reinstated, at least for the minimum periods prescribed for the ignition interlock condition. Program design was under development in 2001 with implementation scheduled for December 2002. New mandatory alcohol ignition interlock measures have been implemented in Quebec in 2002 – see Quebec section. Manitoba, in July 2001, passed enabling legislation for ignition interlocks. The Yukon Motor Vehicle Act was amended in late 2000 to allow persons convicted of a first time impaired driving offence to be eligible for licence reinstatement after the 3 month period of disqualification if the person agreed to participate in an alcohol ignition interlock program. Legislation passed in Saskatchewan in 2000 calls for an ignition interlock program for first-time offenders. And in Nova Scotia and Prince Edward Island, ignition interlocks are being considered.

- **Vehicle-based sanctions.** Several vehicle-based sanctions have been recommended, including vehicle impoundment, vehicle immobilization, license plate tagging or confiscation for driving while suspended. The majority of jurisdictions have some form of vehicle-based sanctions in place. For example, Manitoba was the first Canadian jurisdiction to implement vehicle impoundment in 1989 for persons who were found to be driving under suspension. As of December 2000, drivers with a BAC of over .08 will have their motor vehicle or off-road vehicle impounded by the police for 30 days for a first offence and 90 days for a second offence. Drivers with a BAC over .16 or who refuse to give a breath/blood sample will have their vehicle impounded for 60 days for a first offence and 180 days for a second offence. The impoundment period increases by 60 days for each subsequent offence. A vehicle seizure program has been in effect in Alberta since 1991. Vehicle impoundment programs are also in place in British Columbia, Saskatchewan, Ontario, Quebec, Prince Edward Island and the Yukon. Although not yet proclaimed, legislation for vehicle impoundment has been passed in Nova Scotia but is awaiting further study and departmental administration.

- **Removal of exemptions for work permits.** Ten jurisdictions – the Yukon, Northwest Territories, British Columbia, Alberta, Ontario, Quebec, New
Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland -- either do not have or have removed exemptions for work permits. In Saskatchewan, exemptions are subject to the completion of addictions screening and either an alcohol education or an alcohol recovery program.

♦ **Assessment and Rehabilitation.** STRID 2001 recommends jurisdictions introduce mandatory assessment and rehabilitation programs for drinking driving offenders. Nine jurisdictions -- Alberta, Saskatchewan, Manitoba, Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland -- have such programs. An assessment program is being developed in British Columbia. Alberta is reviewing the 24-hour suspension program with a view to potentially adding assessment and rehabilitation programs for repeat offenders.

2.1.3 **Other Activities.** As part of the STRID 2001 monitoring survey, non-CCMTA agencies were contacted to ensure that useful impaired driving programs either ongoing and/or implemented during 2001 were not overlooked -- Table 2-3 identifies 2001 activities. The agencies in each jurisdiction that responded are listed at the top of these tables. Various impaired driving initiatives are listed in the left column of the table. An “X” is used to indicate if an agency is involved in these various impaired driving initiatives.

In 1999, the Government of Canada also amended the Criminal Code on impaired driving including provisions that:

- doubled the minimum fine for a first offence;
- raised the mandatory minimum driving prohibitions for all offences, and raised the maximum driving prohibitions for second and subsequent offences;
- required sentencing judges to consider as an aggravating factor, a blood alcohol level over twice the criminal offence level;
- specified that judges can reduce the mandatory minimum driving prohibition for a first offence from 12 months to 3 months provided the offender participates in an ignition interlock program in provinces and territories where such programs are available;
- gave police more time to demand a breath sample when they believe a driver was alcohol-impaired; and
# TABLE 2-3: IMPAIRED DRIVING INITIATIVES IN 2001

<table>
<thead>
<tr>
<th>Participation in an inter-agency committee</th>
<th>Can.</th>
<th>NWT</th>
<th>Yuk.</th>
<th>B.C.</th>
<th>Alberta</th>
<th>Sask.</th>
<th>Manitoba</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enforcement Programs e.g. STEP, spot checks</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>all year</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Summer</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Christmas/New Year</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Long-weekends</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
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<td>X</td>
<td></td>
<td></td>
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<tr>
<td>Support Student Groups</td>
<td></td>
<td></td>
<td>X</td>
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</tr>
<tr>
<td>Contract for Life</td>
<td>X</td>
<td></td>
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<td>X</td>
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<tr>
<td>Safe Grads</td>
<td></td>
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<td>X</td>
<td>X</td>
<td>X</td>
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<td></td>
</tr>
<tr>
<td>Public Information/Awareness Campaigns</td>
<td></td>
<td></td>
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<tr>
<td>all year</td>
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<td>Summer</td>
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<tr>
<td>Christmas/New Year</td>
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<tr>
<td>Long-weekends</td>
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<tr>
<td>Designated Driver Program</td>
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<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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• created a maximum penalty of 10 years for leaving the scene of an accident involving injury and a new maximum penalty of life imprisonment for leaving the scene of an accident involving death (This section was passed in 2001).

In 2001, Transport Canada was very active in raising awareness of road safety issues, including the issue of drinking and driving. Transport Canada is a member of CCMTA Standing Committees and an active participant in the Standing Committee on Road Safety Research and Policies “STRID Task Force”.

2.1.4 Summary. STRID 2001 recommends that each jurisdiction implement drinking-driving initiatives in the areas of enforcement and awareness, legislation, and assessment and treatment. In the five years since the inception of STRID 2001, jurisdictions have implemented or already had in place, several of the recommended initiatives. Progress in 2001 is summarized in Table 2-4.

Table 2-4

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* MINIMUM LICENCE SUSPENSION: 1ST OCCURRENCE = 1 YEAR, 2ND OCCURRENCE = 3 YEARS, SUBSEQUENT OCCURRENCE = 5 YEARS

** MANDATORY TREATMENT

*** NEW OR EXISTING LEGISLATION MAY INCLUDE ADMINISTRATIVE LICENCE SUSPENSION, INTERLOCK, VEHICLE-BASED SANCTIONS, REMOVAL OF WORK PERMITS AND OTHER INITIATIVES
2.2 STRID 2010

In 2002, the first year of STRID 2010, jurisdictions have implemented, or already had in place, several of the recommended initiatives. These initiatives include:

♦ Education and Awareness

  • Educate police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences.
  
  • Implement and maintain awareness programs in schools from an early stage (i.e., kindergarten through Grade 12) with appropriately targeted messaging.
  
  • Highlight the costs associated with drinking and driving.
  
  • Target/personalize educational campaigns for different audiences.
  
  • Other

♦ Role of Policing

  • Train and encourage more police officers to develop Drug Recognition Experts (DREs) and more use of the Field Sobriety Tests (FSTs).
  
  • Streamline procedures for processing drinking drivers.
  
  • Encourage officers to lay more criminal charges rather than 24-hour suspensions.
  
  • Lobby for increased police resources to help increase the perceived risk of apprehension.
  
  • Encourage police to use passive sensors as an aid for investigating drinking drivers.
  
  • Other
♦ **Policy/Legislative Initiatives**

- Record and track roadside administrative license suspensions on the driver record.
- Make it an offence to refuse a Field Sobriety Test.
- Introduce escalating sanctions based on BAC level to provincial regulations.
- Widen the search (look-back) window for drinking and driving sanctions to 10 years.
- Introduce reduced BAC thresholds for multiple offenders.
- Take advantage of any technological innovations for enforcing drinking and driving.

♦ **Health Promotion**

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

♦ **Linkages**

- Representatives from the medical and injury prevention fields and other appropriate stakeholder agencies should be encouraged to become more involved in STRID.
- Linkages with the enforcement and justice communities should be strengthened.

♦ **Other Activities**

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

Progress in 2002 is summarized on the following pages and in Table 2-5.
2.2.1 **Education and awareness.** Recommended initiatives in the area of education and awareness include: educating the police, the justice department and the judiciary; implementing programs for students; showing the costs of drinking and driving; and campaign for specific audiences.

- **Educate police, justice, judiciary.** In 2002, nine jurisdictions – Nunavut, British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Nova Scotia, Prince Edward Island, and Newfoundland – have programs in place to educate the police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences. In Alberta, for example, a senior level Justice and Enforcement committee has been formed to address issues related to enforcement and prosecution as well as other problems with the impaired driving criminal justice system.

- **Implement programs for students.** Nine jurisdictions – Nunavut, British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, New Brunswick, Nova Scotia, and Prince Edward Island – have awareness programs in place with appropriately targeted messaging that are aimed at a younger audience (i.e., kindergarten through Grade 12). The Ontario Ministry of Transportation is developing a new public education program called iDRIVE to raise awareness amongst drivers under the age of 25 about the risks and consequences of aggressive and unsafe driving practices (including impaired driving) and to provide novice drivers with details about the province’s graduated licensing system. The first components of the iDRIVE program will be rolled out in Spring 2003.

- **Show costs of drinking and driving.** Eight jurisdictions – British Columbia, Alberta, Manitoba, Ontario, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland – highlight the costs associated with drinking and driving in their programs. The New Brunswick Injury Prevention Coalition (NBIPC) is in the process of establishing a Trauma Registry in the provincial health regions which will provide valuable information on the number of injuries sustained in motor vehicle collisions and their related cost.

- **Campaigns for specific audiences.** Nine jurisdictions – British Columbia, Alberta, Saskatchewan, Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland – have programs in place for specific audiences. For example, Saskatchewan Government Insurance (SGI) focused on the designated driver in its latest advertising campaign. Television, radio, and billboard advertisements are included.
### TABLE 2-5: STRID 2010 INITIATIVES: 2002

<table>
<thead>
<tr>
<th>EDUCATION AND AWARENESS</th>
<th>ROLE OF POLICING</th>
<th>POLICY/LEGISLATIVE INITIATIVES</th>
<th>HEALTH PROMOTION</th>
<th>LINKAGES</th>
<th>OTHER ACTIVITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>educate police, justice, judiciary, implement programs for students, show costs of drinking and driving, campaigns for specific audiences, train officers</td>
<td>streamline procedures for drinking drivers, encourage police to lay more CC charges, lobby for increased police resources, encourage use of passive sensors</td>
<td>make ST refusal an offence, introduce escalating BAC sanctions, widen 'look-back' window for sanctions, reduced BAC thresholds for multiple offenders, use technological innovations for enforcement, introduce mandatory assessment, rehabilitation</td>
<td>encourage stakeholder agencies, strengthen links with justice, enforcement</td>
<td>other programs relevant to STRID</td>
<td></td>
</tr>
</tbody>
</table>

| NWT | | | | | ✓ |
| Nunavut | ✓ | ✓ | | | | ✓ |
| Yukon | ✓ | ✓ | | | | ✓ |
| B.C. | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Alberta | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Sask. | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Man. | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Ontario | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Quebec | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| N.B. | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| N.S. | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| P.E.I. | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Nfld | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

✓ program in place
☞ program being proposed or under review
2.2.2 **Role of Policing.** STRID 2010 recommends that jurisdictions introduce the following initiatives in the area of policing: train officers; streamline procedures for drinking drivers; encourage police to lay more criminal code charges; lobby for increased police resources; and encourage the use of passive sensors.

♦ **Train officers.** As of 2002, seven jurisdictions – British Columbia, Saskatchewan, Manitoba, Ontario, Quebec, Nova Scotia, and Newfoundland – are either providing officers with training to become DREs (drug recognition experts) or encouraging greater use of FSTs (field sobriety tests). Training in British Columbia is ongoing (Impaired Driving Detection Program). Training is provided for about 100 new police officers per year in FSTs and for about 30 DREs per year.

♦ **Streamline procedures.** Four jurisdictions - Alberta, Saskatchewan, Ontario, and Nova Scotia – are streamlining procedures for dealing with drinking drivers. New reporting forms (Administrative Licence Suspension) and information packages were developed and are now in use by the police in Nova Scotia.

♦ **Encourage police to lay more CC charges.** Three jurisdictions – Alberta, Saskatchewan, and Ontario – are encouraging officers to lay more criminal charges rather than 24-hour suspensions. SGI provides funding to two major police services to subsidize the cost of overtime used to conduct impaired driving check stops (“Enforcement Overdrive”). At monthly meetings to plan and discuss these initiatives, SGI highlights the need to lay more Criminal Code charges rather than solely issuing 24-hour suspensions.

♦ **Lobby for increased police resources.** Lobbying for increased police resources to increase the perceived risk of apprehension is in place in eight jurisdictions – Nunavut, British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Quebec, and Prince Edward Island. In Quebec, two STEP programs have been conducted each year since 1998 with the help of police agencies. It was planned to add 150 provincial police officers in 2002 and 2003. The Société de l’assurance automobile du Québec (SAAQ) works in partnership with police officers to improve enforcement.

♦ **Encourage use of passive sensors.** Encouraging the use of passive sensors as an aid for investigating drinking drivers is in place in two jurisdictions – Saskatchewan and New Brunswick. The Regina Police Service is pilot testing the use of passive sensors during Enforcement Overdrive check stops. The sensors were provided by MADD Canada.
2.2.3 **Policy/Legislative Initiatives.** STRID 2010 recommends that jurisdictions introduce the following policy and legislative initiatives: record administrative license suspensions on the driver record; make field sobriety test refusal an offence; introduce escalating BAC sanctions; widen the ‘look-back’ window for sanctions; reduce the BAC thresholds for multiple offenders; and use technological innovations for enforcement.

- **Record ALS on driver record.** All jurisdictions with the exception of Quebec have some version of a 12- or 24-hour immediate roadside administrative licence suspension (prohibition). Six of these jurisdictions record this short-term suspension on the driver record - British Columbia, Alberta, Saskatchewan, Manitoba, Prince Edward Island, and the Yukon. Most jurisdictions have lengthier (e.g. 90 days) administrative licence suspensions for offenders with BACs over .08 and these are recorded on the driver record.

- **Make FST refusal an offence.** In Quebec, it is an offence to refuse a field sobriety test.

- **Introduce escalating BAC sanctions.** Incorporating escalating sanctions based on BAC level to provincial regulations exists in two jurisdictions – the Yukon and Manitoba. In Manitoba, vehicle impoundment durations are based on BAC readings and on whether the person is a repeat offender.

- **Wider ‘look-back’ window.** Eight jurisdictions – British Columbia, Alberta, Manitoba, Ontario, Quebec, Nova Scotia, Prince Edward Island, and Newfoundland – have widened the search (look-back) window for drinking and driving sanctions to 10 years. In Ontario, this policy has been in place since 1998.

- **Reduce BAC threshold.** In the Yukon and Ontario, reduced BAC thresholds for multiple offenders are already in place.

- **Use technological innovations.** Five jurisdictions – Alberta, Saskatchewan, Manitoba, Ontario and Nova Scotia – have taken advantage of using technological innovations (e.g.- ignition interlock) for enforcement. In Nova Scotia, this initiative is performed by individual police departments.

2.2.4 **Health Promotion.** STRID 2010 recommends that jurisdictions introduce mandatory assessment and rehabilitation programs.

- **Mandatory assessment/rehabilitation.** As of 2002, eight jurisdictions – Alberta, Saskatchewan, Manitoba, Ontario, Quebec, Nova Scotia, Prince Edward Island, and Newfoundland – have introduced mandatory assessment and rehabilitation. In Alberta, the mandatory assessment and treatment programs
are currently under review to consider a third level intervention targeting high risk repeat offenders.

2.2.5 **Linkages.** STRID 2010 recommends that jurisdictions encourage and strengthen linkages with other agencies and stakeholders.

♦ **Encourage stakeholder agencies.** In eight jurisdictions – British Columbia, Alberta, Saskatchewan, Ontario, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland – representatives from the medical and injury prevention fields and other appropriate stakeholder agencies have been encouraged to become more involved in STRID. Representatives from other agencies in Nova Scotia are currently involved through representation on the Road Safety Advisory Committee. There is also involvement through the Medical Records Section and Addiction Services.

♦ **Strengthen links.** Linkages with the enforcement and justice communities have been strengthened in ten jurisdictions – the Yukon, British Columbia, Alberta, Saskatchewan, Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland. In Newfoundland, the linkages are a continuous process.

2.2.6 **Other Activities.** Other initiatives or programs not described above but relevant to STRID 2010 or STRID 2001 are in place in seven jurisdictions – the Northwest Territories, British Columbia, Alberta, Manitoba, Ontario, Nova Scotia, and Newfoundland. These are described below.

The RCMP performed an alcohol blitz on August 16-17, 2002 at 43 strategic checkpoints in Nova Scotia. Approximately 85% of the locations were rural and 3,700 vehicles were checked at the sites.

Manitoba Public Insurance provides funding to the Manitoba Association of School Trustees (MAST) to oversee the operation of the Safe Graduation and Teens Against Drunk Driving Program (TADD).

Regional Loss Prevention Teams of the Insurance Corporation of British Columbia (ICBC) are dedicated to promoting road safety in communities. Their activities include organizing or mobilizing Get Home Safe program (specific community-based strategy to offer alternate transportation from events where alcohol is served) and CARS (CounterAttack and Road sense society) in schools.

Alberta continues to refine its Joint Forces Checkstop program to better utilize police resources while still maintaining the high profile awareness for the public. Under this program multiple police services join forces for large, multi-agency
Checkstops and roving patrols. This initiative always invites additional high profile television, radio and print media attention in the area where the Checkstops occur. And, evaluation data continues to be collected for the AALS program. The Evaluation Committee continues to actively prepare for the evaluation phase.

In Newfoundland, there are ongoing committees and meetings working on impaired driving legislation and changes to streamline the process.

In the Northwest Territories, new legislation is being proposed to combat drinking and driving. If passed, this legislation will come into force in January 2004. The new legislation includes administrative licence suspensions in which drivers could lose their licence from 24 hours to 90 days, depending on the amount of alcohol in the person’s blood, whether the person is a novice driver or has been subject to a previous suspension or disqualification.

And in Ontario, the newest tool in the fight against impaired driving is the Ignition Interlock Program. Ignition interlock legislation took effect on December 23, 2001 and applies to any driver who is convicted of a drinking and driving offence committed on or after that date. The program was fully operational in December 23, 2002, when the first offenders became eligible to participate.

2.2.7 **Summary.** STRID 2010 recommends that each jurisdiction implement drinking-driving initiatives in the areas of education and awareness, policing, policy/legislative initiatives, health promotion and linkages with other agencies. In 2002, the first year of STRID 2010, considerable progress has been achieved.
3.0 CHANGES IN THE ALCOHOL-CRASH PROBLEM

This section examines the extent to which STRID 2001 has achieved the objective of reducing by 20% the percent of fatalities and serious injuries involving drinking drivers by the year 2001.

3.1 ALCOHOL-RELATED FATALITIES

Two indicators are used to examine whether the introduction of STRID 2001 was followed by improvements in the alcohol-crash problem. The first indicator is the percent of fatally injured drivers who were positive for alcohol. The second one is the percent of motor vehicle fatalities that involve a drinking driver -- i.e., fatalities in which a fatally injured driver or surviving driver had been drinking.

3.1.1 Alcohol Use Among Fatally Injured Drivers. Figure 3-1 shows the number and the percent of fatally injured drivers who were positive for alcohol from 1990 to 2001. As can be seen, between 1992 and 1999 the percent of fatally injured drivers with positive BACs gradually declined – i.e., 48% in 1992, compared to 33% in 1999. Since 1999, the percent of fatally injured drivers with positive BACs has increased to 38% in 2001.

Figure 3-1
Number and Percent of Fatally Injured Drivers Positive for Alcohol: Canada, 1990-2001
If the composite period 1990-1995 inclusive is used as a baseline, the average percent of fatally injured drinking drivers during that time was 45%. A comparison of the percent of fatally injured drinking drivers in 2001 (38%) to the baseline period (45%) reveals a 15.6% decrease in the alcohol-fatal crash problem. This represents a decrease short of the goal of achieving a 20% reduction in the problem by 2001. Although this positive change is encouraging, the recent increase in the magnitude of the alcohol-fatal crash problem raises some concerns. A critical issue is the extent to which the trends in the problem are attributable to the implementation of STRID impaired driving initiatives or to other factors — e.g., changes in the economy, a shift in demographics.

Further examination of recent data also reveals the problem remains significant. To illustrate, Figure 3-2, shows the number and percent of fatally injured drivers who were positive for alcohol in 2001 and, among those who had been drinking, the number and percent of those in four BAC categories – 1-49 mg%, 50-80 mg%, 81-150 mg% and >150 mg%.

As can be seen, the alcohol-crash problem is still a significant one — 38% of all drivers fatally injured in road crashes during 2001 had been drinking. Among those drinking drivers (as shown by the bar on the right side of the figure), the overwhelming majority (85%) had BACs over the legal limit. In fact, 61% of drinking drivers had BACs greater than 150 mg%. Thus, of the 622 fatally injured drinking drivers, 527 had a BAC in excess of the legal limit; 380 had a BAC over 150 mg%.
Figure 3-3
Percent of Fatally Injured Drivers Positive for Alcohol

Figure 3-4
Percent of Fatally Injured Drinking Drivers with BACs of 81 mg% and over
The contemporary magnitude of the problem in each jurisdiction is shown in Figures 3-3 and 3-4. Figure 3-3 shows the percent of fatally injured drivers positive for alcohol in each of the 13 jurisdictions (Yukon, the Northwest Territories, and Nunavut have been combined and are shown by the bar labelled TER). The jurisdictions are ordered in terms of highest to lowest percent of fatally injured drivers positive for alcohol, with the results for Canada of 38% depicted by the solid line. As can be seen, five jurisdictions – Quebec, Manitoba, Prince Edward Island, Ontario, and the Territories – fall below the Canadian figure (i.e., 38%). The highest percentage of fatally injured drivers who had been drinking were found in New Brunswick.

Figure 3-4 shows the percent of fatally injured drinking drivers with BACs over the legal limit (in excess of 80 mg%) in each of these jurisdictions. As can be seen, illegal BACs among fatally injured drinking drivers are characteristic of all jurisdictions, especially in Prince Edward Island and Manitoba. However, even in those provinces where the percent of fatally injured drinking drivers with BACs above the legal limit is below the Canadian figure (i.e., 85%), more than 60% have illegal BACs.

3.1.2 Alcohol Involvement in Motor Vehicle Fatalities. The magnitude of the alcohol-crash problem is usually stated in terms of the percent of fatally injured drivers who were positive for alcohol (see previous section). This indicator of the problem is useful because of its validity and because the requisite data have been relatively easy to obtain. A primary focus of STRID 2001, however, is to reduce the percent of fatalities resulting from collisions involving drivers who had been drinking. To monitor progress in achieving this objective will require data on more than fatally injured drivers who have been drinking. For purposes of STRID 2001, supplemental data are used to determine alcohol involvement in all motor vehicle fatalities (see “Method” section 1.2.2, pages 3-4, for a brief description of these procedures).
Results for all alcohol-related motor vehicle fatalities including those occurring on and off public roads/highways (e.g., includes snowmobile and all-terrain vehicle fatalities) are displayed in Table 3-1 for 2000 and 2001. For each jurisdiction and both years, information is provided on: the number of motor vehicle fatalities; the number and percent of fatalities in which sufficient information was available to determine if alcohol was a factor in the crash; and the number and percent of fatalities in which alcohol was involved.

As can be seen at the bottom of the table, 3,162 persons were killed in motor vehicle crashes in Canada in 2000. The number of fatalities decreased to 3,021
in 2001\(^1\). Of these fatalities, information on the presence of alcohol was available in 92% of the cases in 2000 and 90% of the cases in 2001 (e.g., a BAC test result was available, or the police indicated on the collision report if the driver’s condition was normal, had been drinking, or impaired).

These data show that alcohol was involved in 33.8% of all motor vehicle fatalities in Canada in 2000 and in 36.5% of the cases in 2001. Although not shown in Table 3-1, the figure in 1995 was 41.7%. Thus, alcohol involvement in all fatalities decreased by 12.5% from 1995 to 2001.

During 2000, alcohol involvement was highest in the Northwest Territories/Nunavut (77.8%) and the Yukon (66.7%) and lowest in Newfoundland (23.2%) and Quebec (27.4%). In 2001, the highest incidence of alcohol involvement in motor vehicle fatalities was found in Prince Edward Island (75.0%) and Saskatchewan (52.6%) and the lowest incidence in the Yukon (0.0%) and the Northwest Territories/Nunavut (20%). For both these years, however, caution should be taken interpreting the results from less populous jurisdictions because they are not as reliable as those from more populous ones (i.e., they are more subject to chance variation because there are fewer fatalities).

Caution should also be taken in regards to the relatively low incidence of alcohol involvement found in Quebec, e.g., alcohol was involved in only 30.4% of fatalities in Quebec during 2001. A primary reason for this situation relates to different procedures for determining alcohol involvement in motor vehicle fatalities. In Quebec, the police report form provides information on the two factors perceived to be the probable cause of each fatal collision. These two factors are chosen from a total of 45, which are divided into five broad groups: human conditions; vehicle manoeuvres; vehicle conditions; environment; and other factors.

The human-condition category includes “rien à signaler” (nothing to note) and “façultés affaiblies/alcohol” (ability impaired/alcohol). It is possible that even if one or more of the drivers in the crash are suspected of drinking, “ability impaired/alcohol” may not be included by the police as one of the two key factors because other factors were viewed as the more probable cause of the collision – e.g., speeding too fast for conditions, running a red light, insufficient street/highway lighting, flat tire, inattention or distractions. If “ability impaired/alcohol” is not included as one of the two causal factors and there is no other information (e.g., BAC test results) indicating that a driver had been

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\(^1\) This figure is higher than the “official” figure published by Transport Canada because it applies a broader definition of a motor vehicle fatality – motor vehicle deaths that occurred off-road and on private property as well as those that occurred within 12 months of the collision.
### TABLE 3-1
ALCOHOL INVOLVEMENT IN FATAL CRASHES
(CANADA, 2000-2001)

<table>
<thead>
<tr>
<th>Province</th>
<th>2000</th>
<th></th>
<th>2001</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number of Fatalities</td>
<td>Alcohol Use Known</td>
<td>Alcohol-Related Fatalities</td>
<td>Number of Fatalities</td>
</tr>
<tr>
<td></td>
<td>(Percent)</td>
<td>(Percent)</td>
<td>(Percent)</td>
<td>(Percent)</td>
</tr>
<tr>
<td>BC</td>
<td>448</td>
<td>437 (97.5)</td>
<td>153 (35.0)</td>
<td>418</td>
</tr>
<tr>
<td>ALTA</td>
<td>393</td>
<td>358 (91.1)</td>
<td>153 (42.7)</td>
<td>433</td>
</tr>
<tr>
<td>SASK</td>
<td>167</td>
<td>149 (89.2)</td>
<td>56 (37.6)</td>
<td>172</td>
</tr>
<tr>
<td>MAN</td>
<td>133</td>
<td>124 (93.2)</td>
<td>47 (37.9)</td>
<td>117</td>
</tr>
<tr>
<td>ONT</td>
<td>958</td>
<td>833 (87.0)</td>
<td>277 (33.3)</td>
<td>982</td>
</tr>
<tr>
<td>QUE*</td>
<td>771</td>
<td>730 (94.7)</td>
<td>200 (27.4)</td>
<td>634</td>
</tr>
<tr>
<td>NB</td>
<td>100</td>
<td>92 (92.0)</td>
<td>30 (32.6)</td>
<td>104</td>
</tr>
<tr>
<td>NS</td>
<td>94</td>
<td>90 (95.7)</td>
<td>34 (37.8)</td>
<td>89</td>
</tr>
<tr>
<td>PEI</td>
<td>20</td>
<td>15 (75.0)</td>
<td>5 (33.3)</td>
<td>19</td>
</tr>
<tr>
<td>NFLD</td>
<td>59</td>
<td>56 (94.9)</td>
<td>13 (23.2)</td>
<td>44</td>
</tr>
<tr>
<td>YUK</td>
<td>9</td>
<td>9 (100.0)</td>
<td>6 (66.7)</td>
<td>4</td>
</tr>
<tr>
<td>NWT/ NUN</td>
<td>10</td>
<td>9 (90.0)</td>
<td>7 (77.8)</td>
<td>5</td>
</tr>
</tbody>
</table>

**TOTAL** 3162 2902 981 3021 2727 996

(91.8) (33.8) (90.3) (36.5)

*Given data limitations, results for Quebec must be interpreted with caution (see pp. 31-33)
drinking, all of the victims in that collision are classified as non-alcohol related fatalities. This procedure would lead to an underestimate of the incidence of alcohol in fatal collisions in Quebec. For this reason, SAAQ prefers to use BAC test results on fatally injured drivers derived from coroner files as a more accurate measure of the alcohol-fatal crash problem. And in this regard, 37% of fatally injured drivers tested positive for alcohol in Quebec in 2001 (see Figure 3-3).

A different procedure is used by the police in other jurisdictions to record alcohol involvement in fatal crashes. In Ontario, for example, information entered on the police report form includes the condition of each driver/pedestrian in the fatal collision – normal, had been drinking, ability impaired by alcohol or unknown. In addition, the police officer can also indicate if a breathalyzer or blood test was administered. As such, there is considerably greater likelihood of identifying alcohol involvement in fatal crashes in Ontario than there is in Quebec.

Given that the incidence of alcohol among motor vehicle fatalities in Quebec is likely underestimated, the national estimate, which includes the Quebec data, should be treated as a conservative one – it is likely that more than 33.8% of motor vehicle fatalities in 2000 and 36.5% in 2001 involve drivers who had been drinking.

If the percent of fatalities that are alcohol involved is applied to the total number of motor vehicle fatalities in Canada, it can be conservatively estimated that 1,069 persons died in alcohol-related crashes in Canada in 2000 (i.e., 33.8% of 3,162). This compares to an estimated 1,103 alcohol-related fatalities in Canada in 2001 (i.e., 36.5% of 3,021).

The above analysis considered alcohol involvement in all motor vehicle fatalities, including on-and-off roadway collisions, with any type of motorized vehicle. In addition, these estimates of alcohol involvement include pedestrian fatalities in which the pedestrian had been drinking but the surviving driver was sober. STRID 2001 is principally focussed on drinking drivers on public roads/highways. Accordingly, we restricted the analyses to the percent of fatalities that involve only drinking drivers operating principal types of motor vehicles (i.e., automobiles, trucks/vans, motorcycles/mopeds, or tractors trailers) on public roadways. Results for Canada from 1995 to 2001 are displayed in Figure 3-5. A similar figure is provided for each province/territory in Section 4.0.

As shown in the top of the figure, an estimated 39% of motor vehicle fatalities involved a drinking driver in 1995 -- an estimated 1,296 alcohol-related fatalities. The percent of motor vehicle fatalities involving a drinking driver decreased slightly from 36% in 1996 to 34% in 1998. In 1999, the percent of motor vehicle...
Figure 3-5
Number* and Percent of Motor Vehicle Fatalities**
Involving a Drinking Driver: Canada, 1995-2001

*numbers are estimates based on the percent of fatalities for which information was available to determine alcohol use
**only on public roadways involving principal vehicle types

Figure 3-6
Percent of Motor Vehicle Fatalities
Involving a Drinking Driver: 2001

Canada: 33%
fatalities involving a drinking driver declined to 30% and remained at this level in 2000 before rising to 33% in 2001. In 2001, an estimated 874 fatalities involved a drinking driver.

Thus, the percent of motor vehicle fatalities involving a drinking driver decreased by 15.4% from 1995 to 2001 -- 39% compared to 33%.

Figure 3-6 shows for each jurisdiction the percent of motor vehicle fatalities involving a drinking driver in 2001. As can be seen, seven jurisdictions were above the Canada figure of 33% -- Saskatchewan, Prince Edward Island, Alberta, Nova Scotia, British Columbia, New Brunswick and Newfoundland. The lowest incidence of alcohol involvement in motor vehicle fatalities was found in the Yukon and Northwest Territories/Nunavut. However, caution should be taken interpreting the results for the Territories and Prince Edward Island because of the low number of fatalities. And, as discussed previously, the results for Quebec are likely a conservative underestimate because of the different procedures used to identify an alcohol-related fatality.

### 3.2 ALCOHOL-RELATED SERIOUS INJURIES

The previous section examined changes in the alcohol-fatal crash problem using two indicators: the percent of fatally injured drivers who had been drinking and the percent of motor vehicle fatalities involving drinking drivers. However, the STRID 2001 objective also encompasses serious injuries resulting from drinking drivers. For this purpose, a surrogate or indirect measure of alcohol-related serious injuries is being used. This surrogate measure is determined by adding the number of drivers involved in single-vehicle serious injury crashes occurring during nighttime hours (SVN) to the number of drivers involved in non-SVN crashes that have police-reported alcohol involvement. This “combined” surrogate measure provides an estimate of the percent of drivers in serious injury crashes that involved alcohol.

Figure 3-7 shows the percent of drivers in serious injury crashes that involved alcohol in Canada from 1995 to 2001. A serious injury crash has been defined as one in which a person has been admitted to hospital.

British Columbia does not specify injury severity on its police collision reports; the Yukon has only included this information since 1997. Accordingly, the Canada estimates from 1995 to 2001 exclude these two jurisdictions.
As discussed previously, the “combined” surrogate measure of alcohol involvement includes drivers involved in single-vehicle nighttime crashes (SVN) as well as non-SVN crashes that have police-reported alcohol involvement. Applying this measure reveals that 21% of drivers were in serious injury crashes that involved alcohol in

Figure 3-7
Percent of All Drivers in Serious Injury Crashes that Involved Alcohol*: Canada**, 1995-2001

* single vehicle nighttime crashes (SVN) as well as non-SVN crashes that have police-reported alcohol involvement

** excludes British Columbia and the Yukon because police collision reports and data systems do not identify the severity of the injury

Figure 3-8
Percent of All Drivers in Serious Injury Crashes that Involved Alcohol*: 2001

* single vehicle nighttime crashes (SVN) as well as non-SVN crashes that have police-reported alcohol involvement
1995 and alcohol involvement declined to 18% in 2001 – a 14.3% reduction.

Figure 3-8 shows for each jurisdiction the percent of drivers in serious injury crashes that involved alcohol in 2001. As can be seen, the highest incidence of alcohol involvement in serious injury crashes was found in the Northwest Territories/Nunavut (36%), Saskatchewan (28%), and New Brunswick (27%); the lowest incidence was found in Quebec (13%). The findings for Quebec, however, should be treated as conservative because of the data limitations discussed previously (see pages 31-33).

3.3 SUMMARY

Three indicators have been used to examine whether the introduction of STRID 2001 was followed by improvements in the alcohol-crash problem: the percent of fatally injured drivers who were positive for alcohol; the percent of motor vehicle fatalities that involve a drinking driver; and the percent of drivers in serious injury motor vehicle crashes that involved alcohol. The analyses revealed:

♦ a 15.6% decrease in the percent of fatally injured drivers who had been drinking, from 45% in the baseline period (1990-1995) to 38% in 2001;
♦ a 12.5% decrease in the percent of people who were killed in alcohol-related crashes, from 41.7% in 1995 to 36.5% in 2001;
♦ a 15.4% decrease in the percent of motor vehicle fatalities involving drinking drivers, from 39% in 1995 to 33% in 2001;
♦ a 14.3% decrease in the percent of drivers in serious injury crashes that involved alcohol, from 21% in 1995 to 18% in 2001.

Thus, in Canada overall, there has been significant improvement in the alcohol-crash problem since the launch of STRID 2001. However, these improvements have fallen short of the targeted 20% reduction called for by STRID 2001. And, despite these gains, an examination of recent data reveals that the problem remains significant. For example:

♦ 38% of all drivers fatally injured in road crashes during 2001 had been drinking;
♦ the overwhelming majority of fatally injured drinking drivers – about 85% of them – had BACs in excess of the legal limit of 80 mg%; an estimated 527 drivers who died in Canada in 2001 had alcohol levels in excess of the legal limit;
♦ a substantial portion of all fatally injured drinking drivers had high BACs – 61% had alcohol levels over 150 mg%;

♦ alcohol was involved in 36.5% of all motor vehicle fatalities in 2001 – an estimated 1,103 persons died in alcohol-related crashes in 2001;

♦ 33% of motor vehicle fatalities involved a drinking driver in 2001 – an estimated 874 persons died in crashes on public roadways in which at least one of the drivers had been drinking;

♦ 18% of drivers were in serious injury crashes that involved alcohol in 2001.
4.0 PROVINCE/TERRITORY PROFILES

This section describes impaired driving initiatives related to the STRID 2001 and STRID 2010 recommendations implemented or planned in 2001 and 2002 for each jurisdiction. Some STRID recommendations were in place before 2001. Accordingly, if mentioned by our jurisdictional contact, these initiatives are also described.

The section also examines recent changes in the alcohol-crash problem to determine the extent to which reductions have occurred. For this purpose, a series of figures are included in each province/territory section. These include:

♦ percent of fatally injured drivers who had been drinking from 1990 to 2001;
♦ the number and percent of fatally injured drivers who were positive for alcohol in 2001 and, among those who had been drinking, the number and percent below and above the legal limit (80 mg%);
♦ the number and percent of motor vehicle fatalities involving a drinking driver from 1995 to 2001;
♦ the percent of drivers in serious injury crashes that involved alcohol from 1995 to 2001.

For purposes of monitoring change, comparisons are made between the magnitude of the alcohol-fatal and serious injury crash problem between 1995 (baseline period) and 2001, the most recent year for which data are available.
STRID 2001: IMPAIRED DRIVING INITIATIVES in 2001

CORE ELEMENTS

♦ Enforcement and Awareness

- The annual, month-long, province-wide Christmas enforcement and awareness campaign in 2000 and 2001 included CounterAttack road checks in December.

- Awareness of the CounterAttack initiatives was supported by year-round, province-wide, daily electronic media messages on impaired driving through time donated by the Broadcaster’s Association of British Columbia.

- In 2000, ICBC funded police overtime to do road checks from mid-April to the end of December in all jurisdictions with a population over 15,000.

- There has been the addition of ‘discretionary’ roadchecks for the municipal police. Each municipal police department was given a number of additional roadchecks which they could use at anytime to target specific events such as ball tournaments, fair days, graduation night (allowing them to operate CounterAttack roadchecks at times and places in which drivers would not expect to see a roadcheck). Also, a pilot project is underway in Vancouver to target drinking drivers who resist all traditional methods to educate them and deter their illegal and dangerous activities. Using shifts of roving patrols with police personnel dedicated to reducing impaired drivers, the Vancouver Police Department deploys uniformed police members in unmarked police vehicles to apprehend and deter drinking drivers. Other shifts are adapted to target the afternoon business drinking driver, graduation parties, and beach gatherings. Media releases are arranged to discourage those drinking drivers who believe they can avoid detection.
Legislation (Minimum Licence Suspension Periods)

- Under the minimum licence suspension legislation introduced in 1997: the first conviction carries a one-year suspension; the second conviction within three years carries a three-year suspension; a third conviction carries an indefinite suspension with a 10-year minimum if the offender is successful in a remedial program.

Communications

- Various community-based programs (e.g. Safe Ride Home, Operation Red Nose), events and communications were conducted in 2000.

OTHER ELEMENTS

Education

- A server intervention program was introduced several years ago.

- In 1999, ICBC trained police officers in Standard Field Sobriety Testing (SFST) and Drug Recognition Expert (DRE) certification to assist in identifying impaired drivers.

Legislation

- A 90-day administrative driving prohibition if the driver is over the legal limit of 0.08 or refuses a breath/blood test was implemented in May 1997. The 24-hour roadside suspension was also amended to include impairment by drugs.

- A breath alcohol ignition interlock program as part of a relicensing program has not been implemented.

- Vehicle-based sanctions were introduced in May 1997. Vehicles are impounded for 30 days on first offence, and 60 days for a second or subsequent offence.

- Legislation for a Zero BAC level for novice drivers was introduced in 1998.

- Exemptions for work permits have been removed (date unknown).
Assessment and Rehabilitation

- Enabling legislation for the remediation program was passed in 2000. A program model that includes education and treatment components has been developed. The delivery model is under review and the program is scheduled for implementation in 2000, pending approval.

STRID 2010: IMPAIRED DRIVING INITIATIVES in 2002

Education and Awareness

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

No specific educational initiatives have been directed at the judiciary and Crown in this area, but there is ongoing internal training by police agencies to educate their members and improve awareness.

The Traffic Safety Committee reporting to the British Columbia Association of Chiefs of Police (BCACP) is a vehicle where stakeholders identify and review issues and concerns and makes recommendations of this nature. The Criminal Justice Branch of the Attorney General sits on the committee. One outcome of the recommendations was better training for police in filling out forms for ADP.

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

ICBC continues to provide road safety curriculum materials to teachers in BC schools free of charge. The curriculum includes a component on impaired driving. These are grade specific resources for Grades 8 through 12 and are designed to be used in the mandatory course “Career and Personal Planning” that every student must take in grades 8 through 12. Although in 2000 the BC Ministry of Education committed to make road safety a mandatory area of study in grades 8 through 12, and reconfirmed this commitment in 2001, this has not yet been implemented. However, the curriculum is widely used on a voluntary basis.
• **Highlight the costs associated with drinking and driving.**

Counterattack advertising has focused on the consequences in a generic sense - not the actual monetary costs. Presentations were done around the province by regional loss prevention speakers to address monetary costs of impaired driving to ICBC and policy holders.

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

Youth is a major audience. (See below.) Different ads in broadcasters campaign are targeted at different audiences, principally youth and the social drinker.

• **Other**

ICBC works directly with major youth and education-related stakeholders to raise awareness of youth road safety issues. In 2002, this included partnerships involving various education & awareness activities with: BC Confederation of Parent Advisory Councils; BC Association of Student Activity Advisors; BC Principals’ & Vice-Principals’ Association; Youth CounterAttack / Road Sense Society of BC (C.A.R.S. BC); Directorate of Agencies for School Health; BC Safe Schools Centre; Association for Community Education in BC.

The Broadcaster Association of British Columbia donated broadcast time, with estimated value of $100,000 per month in 2002 for commercial messages focussed on impaired driving.

♦ **Role of Policing**

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

Training is ongoing and is now referred to as Impaired Driving Detection Program. Training is provided for about 100 new police officers per year in FFST and about 30 DRE per year.

• **Streamline procedures for processing drinking drivers.**

Most meaningful streamlining would require legislative changes.
• **Encourage officers to lay more criminal charges rather than 24-hour suspensions.**

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

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

MADD is lobbying the BC government.

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

(No activity)

• **Other**

(No activity)

♦ **Policy/Legislative Initiatives**

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

BC has been doing this for many years (more than 10). Incident date and police jurisdiction are available from the records. However, this information may not be immediately available to a police officer at the roadside.

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

(No activity)

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

(No activity)
• **Widen the search (look-back) window for drinking and driving sanctions to 10 years.**
  
  Currently in place - offences are not purged from records.

• **Introduce reduced BAC thresholds for multiple offenders.**
  
  (No activity)

• **Take advantage of any technological innovations for enforcing drinking and driving.**
  
  (No activity)

• **Other**
  
  (None)

♦ **Health Promotion**

• **Introduce mandatory assessment/rehabilitation programs and a timely follow up.**
  
  A program model has been developed but is still undergoing review. It has not been implemented.

• **Other**
  
  (None)

♦ **Linkages**

• **Representatives from the medical and injury prevention fields and other appropriate stakeholder agencies should be encouraged to become more involved in STRID.**
  
  An interagency committee has been established to research and review potential strategies to reduce impaired driving and its consequences. It should be noted that the committee is reviewing many possible options, not only those included in the STRID recommendations.
The committee includes representatives from the Ministries of Health, Solicitor General (Police Services, Superintendent of Motor Vehicles), Attorney General (Criminal Justice and Court Services) and ICBC.

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

BC has established a formal working relationship through the BCACP. A Traffic safety Subcommittee of the BCACP links police to the Office of Superintendent of Motor Vehicles, ICBC, Solicitor General and Ministry of Transportation and Highways. This group deliberates on matters of policy, legislation and enforcement through an effective system of working groups, leading to formal recommendations. The group has established province-wide impaired driving enforcement campaigns running for 6-weeks over the Christmas holiday period.

- **Other**

  (None)

♦ **Other Activities**

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

  Operation Red Nose was run in 8 communities in 2002. This program continues its growth in BC.

  Regional Loss Prevention Teams of ICBC are dedicated to promoting road safety in communities. Their activities include organizing or mobilizing Get Home Safe program (specific community-based strategy to offer alternate transportation from events where alcohol is served) and CARS (CounterAttack and Road sense society) in schools.
THE ALCOHOL-CRASH PROBLEM

ALCOHOL-RELATED FATALITIES

❖ Alcohol Use Among Fatally Injured Drivers

- The percent of fatally injured drivers who had been drinking decreased by 12% in 2001 compared to the baseline period (1990-1995) – i.e., 44% in 2001 compared to 50% in the baseline period.

- In 2001, 44% of all fatally injured drivers had been drinking, and among these drivers 89% had BACs in excess of the legal limit (80 mg%).

- Of the estimated 107 fatally injured drinking drivers, 95 had a BAC in excess of the legal limit.

❖ Alcohol Involvement in Motor Vehicle Fatalities

- The percent of fatalities involving a drinking driver has decreased by 22.9%, from 48% to 37% between 1995 and 2001.

- The estimated numbers of persons killed in crashes involving a drinking driver decreased by 41%, from 241 in 1995 to 142 in 2001.

ALCOHOL-RELATED INJURIES

- The percent of drivers in injury crashes that involved alcohol remained unchanged from 13% in 1995 to 13% in 2001.
Percent of Fatally Injured Drivers Positive for Alcohol: British Columbia, 1990-2001

BACs Among Fatally Injured Drivers: British Columbia, 2001

* numbers are estimates based on the BAC distribution of drivers tested for alcohol
Number* and Percent of Motor Vehicle Fatalities**
Involving a Drinking Driver: British Columbia, 1995-2001

* estimates based on percent of fatalities for which information was available to determine alcohol use
** only on public roadways involving principal vehicle types

Percent of All Drivers in Injury Crashes that Involved Alcohol*: British Columbia, 1995-2001

* single vehicle nighttime crashes (SVN) as well as non-SVN crashes that have police-reported alcohol involvement
STRID 2001: IMPAIRED DRIVING INITIATIVES in 2001

CORE ELEMENTS

♦ Enforcement and Awareness

• The "What Are You Willing to Lose?" campaign was launched before the Victoria Day weekend in May 2000. A commercial was aired extensively and was approved as a public service announcement allowing the number of "air-times" to increase substantially. Radio commercials, posters and collated materials were developed to support the campaign.

• The Alberta Traffic Safety Initiative launched an awareness campaign to focus on impaired driving. Operation Red Nose will be operational and will assist in awareness/prevention activities. The timing of the implementation of a new research project coincided with the 2001 Christmas season.

• Alberta continues to refine its Joint Forces Checkstop program to better utilize police resources while still maintaining the high profile awareness for the public. Under this program multiple police services join forces for large, multi-agency Checkstops and roving patrols. This initiative always invites additional high profile television, radio and print media attention in the area where the Checkstops occur. Surveys of Albertans were conducted during the 2000 Checkstops.

• Program materials are continually monitored by post-campaign evaluations, surveys, focus group testing and omnibus surveys with the goal of monitoring Albertans responses to impaired driving as well as other traffic safety areas.

♦ Legislation (Minimum Licence Suspension Periods)

• Minimum licence suspensions of 1, 3 and 5 years for first, second, and third or subsequent convictions for impaired driving have been in place since August 1988. Drivers convicted of impaired driving causing injury or death receive a mandatory five year licence suspension. Compulsory residential treatment for repeat offenders was implemented in 1988.
• On December 1, 1999 the legislation for increased suspension periods for repeat impaired driving offences was amended to court offences within a 10 year window replacing the previous 5 year window. The legislation is being phased in over a five year period. The window currently counts suspensions back 7 years.

♦ Communications

• During 2000, general impaired driving programs indirectly promoted STRID. All members of the Provincial Impaired Driving Committee were invited to the STRID workshop in October 2000.

• During 2001, an Alberta Impaired Driving Strategy session was held to develop a coordinated impaired driving strategy to address this issue over the next 3 to 5 years. The joint committee brought in several impaired driving experts and hired the Traffic Injury Research Foundation (TIRF) to lead the joint session. The Alberta Strategy is being developed to meet the needs of Albertans while coordinating and supporting the overall National Impaired Driving Strategy. Communicating the national strategy was a key agenda item throughout the working sessions. Participants included members of the Provincial Impaired Driving Committee including – Alberta Transportation, Alberta Justice, Alberta Solicitor General, People Against Impaired Driving (PAID – now MADD), Students Against Drunk Driving (SADD), municipal police services, RCMP, Alberta Motor Association (AMA), Alberta Centre for Injury Control Research (ACICR), Alberta Alcohol and Drug Abuse Commission (AADAC), and Alberta Health.

OTHER ELEMENTS

♦ Education

• The voluntary server intervention program continues to offer employees in the hotel and food service industries alcohol management training. The Designated Driver Program will be enhanced to include initiatives for servers. Alberta Transportation and the Traffic Safety Initiative have agreed to work closely with Operation Red Nose to supply education-awareness materials in drinking establishments regarding impaired driving.

• Through the Traffic Safety Initiative and Alberta Transportation program activities, stakeholder information and education activities are continuous, providing support materials for program initiatives.
• In Alberta, a senior level Justice and Enforcement Committee has been formed to address issues related to enforcement and prosecution as well as other problems with the impaired driving criminal justice system. Their findings and recommendations will be reported to various relevant Department Ministers and the Standing Committee on Prosecution and Enforcement. These recommendations will also be brought back to the Provincial Impaired Driving Committee and, if appropriate, incorporated into this strategic plan at some later date.

• In 2000 and 2001, the Alberta Provincial Impaired Driving Committee remained active in developing new strategies to combat impaired driving.

• In 2001, the Traffic Safety Act (TSA) received Royal Assent and work is progressing on the accompanying regulations. This new legislation includes several changes to impaired driving legislation including zero blood alcohol content for new drivers and new 24 hour suspension capabilities with regards to impaired driving. Alberta Transportation reviewed this legislation with the Alberta Justice Traffic Commissioners to educate them on the new TSA legislation and presentations have been made to all Alberta RCMP Traffic Supervisors.

• A concentrated effort has been made to bring impaired driving education to the forefront with police officers and crown prosecutors. Police representatives from numerous agencies throughout Alberta attended the "Impaired Driving Symposium" held in Vancouver, British Columbia.

• Alberta Transportation and its stakeholders worked closely with the Crown to ensure a complete understanding of the Alberta Administrative Licence Suspension (AALS) program and legislation. With this knowledge, Crown prosecutors were able to successfully argue the constitutional challenges that were brought against this new legislation. Extensive campaigns regarding AALS have occurred, primarily through communication strategies. New printed material such as posters etc have been developed specifically for use within the senior high school system. Additional materials are being developed to continue to remind the motoring public of the AALS program.

• Evaluation data continues to be collected for the AALS program. The Evaluation Committee continues to actively prepare for the evaluation phase.

• As part of its 24 hour suspension research project, Alberta has developed a new form and training program for distribution to all police officers and special constables. Alberta began tracking 24 Hour suspensions and will conduct future analysis to determine if 24 Hour suspensions predict current or future drinking and driving patterns.
• Crown Prosecutors have been included in numerous impaired driving program initiatives to ensure that they fully understand the concerns of impaired driving stakeholders; understand the particular nuances of the programs; participate in the development and distribution of the educational and training materials for use within their own organizations.

♦ Legislation

• The new Traffic Safety Act which has been passed but not proclaimed includes new legislation that enhances existing vehicle based sanctions. Under the new legislation, repeat suspended drivers will have their vehicles seized for 60 days. Alberta Transportation is working with the Police Services to prepare the program for implementation.

• GDL Program - other provisions in the Act include the introduction of zero blood alcohol content for new drivers and the use of a 24 hour suspension in conjunction with the Administrative Licence Suspensions.

• The Alberta Administrative Licence Suspension (AALS) program was implemented in December 1999. Drivers charged with an alcohol-related offence face an automatic suspension of their driving privileges. The program includes: a 3-month suspension or disqualification for drivers charged with a BAC of more than .08 or refusing a test, following a 21 day temporary licensing period; and a six-month suspension or disqualification if the offence results in bodily harm or death.

• A breath alcohol interlock program was introduced in April 1990. Drivers who meet the Ignition Interlock Program criteria can have an alcohol-sensing device attached to their vehicle ignition system. All activity on the program is recorded and monitored. This program is administered through Alberta’s Driver Control Board.

• Alberta has supported Quebec's position regarding ignition interlock as was recently presented to Justice Canada. This resulted in a change to legislation allowing for repeat offenders to have access to the program.

• Legislation passed on December 1, 1999 in Alberta saw the cycle (window) for impaired suspensions increase from 5 to 10 years. Implementation is being staged over a 5 year period and repeat offenders are now being counted back 7 years.

• The vehicle impoundment program continues in Alberta. Legislation increasing impoundment from 30 to 60 days for a second offence has received Royal Assent.
Vehicle-based sanctions have been in effect since 1991. The Vehicle Seizure Program was created to apprehend drivers who continue to drive while suspended.

Work permit exemptions are not provided for drivers with alcohol-related offences.

**Assessment and Rehabilitation**

- The mandatory assessment and treatment programs in Alberta are currently under review to consider a third level intervention targeting high risk repeat offenders.

- Alberta Transportation supported the move of the assessment program into some government buildings in order to accommodate the program participants within a reasonable period. Statistics support that programs conducted nearer to the impaired clients are more effective.

- Alberta is in the process of reviewing the 24-hour suspension program with a view to potentially add assessment and rehabilitation programs for repeat offenders if warranted. New data is being collected and will be reviewed in conjunction with driving records in order to recommend and develop programs and interventions that target this group.

- The Impact Residential Program, introduced in 1985, and the Planning Ahead Program, introduced in 1972, are both managed under contract by the Alberta Motor Association.

- Alberta is currently exploring a third intervention for repeat offenders as well as exploring an intervention for zero tolerance offenders under the new Graduated Licencing program.
STRID 2010: IMPAIRED DRIVING INITIATIVES in 2002

♦ Education and Awareness

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

A senior level Justice and Enforcement committee has been formed to address issues related to enforcement and prosecution as well as other problems with the impaired driving criminal justice system. Their findings and recommendations will be reported to various relevant Department Ministers and the Standing Committee on Prosecution and Enforcement. These recommendations will also be brought back to the Provincial Impaired Driving Committee and, if appropriate, incorporated into Alberta’s strategic plan to address Impaired Driving.

Alberta Transportation and its stakeholders worked closely with the Crown to ensure a complete understanding of the Alberta Administrative Licence Suspension (AALS) program and legislation. Extensive campaigns regarding AALS have occurred, primarily through communication strategies. Additional materials are being developed to continue to remind the motoring public of the AALS program.

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

Collateral materials regarding the “What Are You Willing to Lose?” campaign have been developed for school distribution. Traffic Safety messages are integrated into school curriculum. Information regarding Alberta’s proposed Graduated Driver Licensing Program (GDL), including the zero tolerance provisions, have been distributed to all Alberta junior and senior high schools.

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

The “What Are You Willing to Lose?” campaign was launched before the Victoria Day weekend in May 2000. A commercial was aired extensively and was approved as a public service announcement allowing the number of “air-times” to increase substantially. Radio commercials, posters and collated materials were developed to support the campaign.
The Traffic Safety Initiative partners in Alberta continue to adjust programs to target high risk behaviour based on current research. In 2002, again, enforcement and awareness campaigns were heightened over the summer months. A series of radio advertisements were developed and aired which specifically targeted our summer awareness campaign. Again, this year, additional resources were added over the long weekends as statistics have demonstrated that drinking and driving are prevalent during these time periods. Message boards on Alberta highways carried alcohol related messages on long weekends.

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

Program materials are continually monitored by post-campaign evaluations, surveys, focus group testing and omnibus surveys with the goal of monitoring Albertans’ responses to impaired driving as well as other traffic safety areas. This information is used to ensure campaigns are well targeted.

- **P.A.R.T.Y. Program**

P.A.R.T.Y. Program (Prevent Alcohol and Risk Related Trauma in Youth) is a dynamic, interactive injury prevention, health promotion for teenagers. Currently 31 programs operate Alberta. Students 14 – 19 years old experience a full-day session; following the path of an injury survivor, meeting professionals that would care for them in a trauma situation. Facts are presented about head and spinal cord injury, and the students have hands-on experience with the equipment used in trauma care and rehabilitation.

- **Traffic Safety Foundation**

Alberta Transportation supports the opportunity for community groups to obtain funding for specific traffic safety initiatives e.g. impaired driving awareness programs such as the PARTY Program and PAID impaired driving video.

♦ **Role of Policing**

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

These initiatives have not yet been planned in Alberta. Such a program would have to include involvement from strategic partners (police and Justice). It is hoped to initiate this process in the future.
• **Streamline procedures for processing drinking drivers.**

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

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

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

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

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

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

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

• **Other**

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

♦ **Policy/Legislative Initiatives**

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

Alberta is in the process of reviewing the 24-hour suspension program with a view to potentially add assessment and rehabilitation programs for repeat offenders if warranted. New data are being collected and will be reviewed in
conjunction with driving records in order to recommend and develop programs and interventions that target this group.

The Alberta Administrative Licence Suspension (AALS) program was implemented in December 1999. Drivers charged with an alcohol-related offence face an automatic suspension of their driving privileges. The program includes: a 3-month suspension or disqualification for drivers charged with a BAC of more than .08 or refusing a test, following a 21 day temporary licensing period; and a six-month suspension or disqualification if the offence results in bodily harm or death.

In 2001, the Traffic Safety Act (TSA) received Royal Assent and work is progressing on the accompanying regulations. This new legislation includes several changes to impaired driving legislation including zero blood alcohol content for new drivers and new 24-hour suspension capabilities with regards to impaired driving. Alberta Transportation reviewed this legislation with the Alberta Justice Traffic Commissioners to educate them on the new TSA legislation and presentations have been made to all Alberta RCMP Traffic Supervisors.

The new Traffic Safety Act which has been passed but not proclaimed includes new legislation that enhances existing vehicle based sanctions. Under the new legislation, repeat suspended drivers will have their vehicles seized for 60 days. Alberta Transportation is working with the Police Services to prepare the program for implementation.

GDL Program in Alberta – other provisions in the Act include the introduction of zero blood alcohol content for new drivers and the use of a 24-hour suspension in conjunction with the Administrative Licence Suspensions.

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

  (No activity)

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

  Alberta is in the process of reviewing the 24-hour suspension program with a view to potentially add assessment and rehabilitation programs for repeat offenders if warranted. New data is being collected and will be reviewed in conjunction with driving records in order to recommend and develop programs and interventions that target this group.
- **Widen the search (look-back) window for drinking and driving sanctions to 10 years.**

  Legislation passed on December 1, 1999 saw the cycle (window) for impaired suspensions increase from 5 to 10 years. Implementation is being staged over a 5 year period and repeat offenders are now counted back 8 years (as of December 1, 2002).

- **Introduce reduced BAC thresholds for multiple offenders.**

  (No activity)

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

  Alberta has had an ignition interlock program since 1990. This program is administered by the Alberta Transportation Safety Board and the contact provider is Guardian Interlock System Corp a Division of Alcohol Countermeasure Systems Corp.

- **Health Promotion**

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

    Alberta is in the process of reviewing the 24-hour suspension program with a view to potentially add assessment and rehabilitation programs for repeat offenders if warranted. New data are being collected and will be reviewed in conjunction with driving records in order to recommend and develop programs and interventions that target this group.

    The IMPACT Residential Program, introduced in 1985, and the Planning Ahead program, introduced in 1972, are both managed under contract by the Alberta Motor Association. And Alberta is currently exploring a third intervention for repeat offenders as well as exploring an intervention for zero tolerance offenders under the new Graduated Licensing program.

  - **Other**

    (None)
♦ Linkages

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

Alberta Health is a member of the Provincial Impaired Driving Committee. The Alberta Centre for Injury Control and Research has also become a permanent member of this committee.

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

A senior level Justice and Enforcement committee has been formed to address issues related to enforcement and prosecution as well as other problems with the impaired driving criminal justice system. Their findings and recommendations will be reported to various relevant Department Ministers and the Standing Committee on Prosecution and Enforcement. These recommendations will also be brought back to the Provincial Impaired Driving Committee and, if appropriate, incorporated into this strategic plan at some later date.

♦ Other Activities

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

Alberta continues to refine its Joint Forces Checkstop program to better utilize police resources while still maintaining the high profile awareness for the public. Under this program multiple police services join forces for large, multi-agency Checkstops and roving patrols. This initiative always invites additional high profile television, radio and print media attention in the area where the Checkstops occur. And, evaluation data continues to be collected for the AALS program. The Evaluation Committee continues to actively prepare for the evaluation phase.
THE ALCOHOL-CRASH PROBLEM

ALCOHOL-RELATED FATALITIES

♦ Alcohol Use Among Fatally Injured Drivers

- The percent of fatally injured drivers who had been drinking was 39% in the baseline period (1990-1995); the percent remained unchanged at 39% in 2001.

- In 2001, 39% of all fatally injured drivers had been drinking, and among these drivers 89% had BACs in excess of the legal limit (80 mg%).

- Of the estimated 90 fatally injured drinking drivers, 80 had a BAC in excess of the legal limit.

♦ Alcohol Involvement in Motor Vehicle Fatalities

- The percent of fatalities involving a drinking driver has dropped from 45% in 1995 to 43% in 2001, a 4.4% decrease.

- The estimated numbers of persons killed in crashes involving a drinking driver decreased by 10.4%, from 182 in 1995 to 163 in 2001.

ALCOHOL-RELATED SERIOUS INJURIES

- The percent of drivers in serious injury crashes that involved alcohol decreased by 4.2%; from 24% in 1995 to 23% in 2001.
Percent of Fatally Injured Drivers Positive for Alcohol: Alberta, 1990-2001

BACs Among Fatally Injured Drivers: Alberta, 2001

* numbers are estimates based on the BAC distribution of drivers tested for alcohol
Number* and Percent of Motor Vehicle Fatalities**
Involving a Drinking Driver: Alberta, 1995-2001

* estimates based on percent of fatalities for which information was available to determine alcohol use
** only on public roadways involving principal vehicle types

Percent of All Drivers in Serious Injury Crashes that Involved Alcohol*: Alberta, 1995-2001

* single vehicle nighttime crashes (SVN) as well as non-SVN crashes that have police-reported alcohol involvement
STRID 2001: IMPAIRED DRIVING INITIATIVES in 2001

CORE ELEMENTS

♦ Enforcement and Awareness

- Each year the "Santa's little helpers" campaign was delivered through the month of December. To complement the promotional efforts, each time law enforcement agencies were asked to provide at least two days of targeted enforcement activity.

- Each year on New Year's Eve a free bus service was offered. In place since 1988, “Ding in the New Year – The ride’s on us” encouraged people to seek safe, sober transportation on New Year's Eve by offering an alternative to driving after drinking. The service was offered in Saskatoon, Regina, Prince Albert, and Moose Jaw, and included all regular evening bus routes, routes to favorite party venues, and Paratransit. SGI was the primary sponsor; other sponsors were local radio, television and newspaper media, and local transit agencies.

- In 2000 the "Will you walk away from drinking and driving" campaign was delivered over a six-week period in May and June, and again in August and September. To complement the promotions, law enforcement was asked to provide at least two days of targeted enforcement activity during each campaign.

- In March 2001, with the help of the provincial SADD chapter, SGI delivered an advertising campaign targeting young males; the campaign included television, radio, and billboard advertisements.

- Through April and May 2001, SGI delivered another multimedia campaign encouraging drivers to plan a safe ride home after drinking; titled “Always plan a safe ride home”, the campaign was repeated through August and September. Once again, to complement the promotions, law enforcement was asked to provide at least two days of targeted enforcement activity during each campaign.
• Each year a designated driver program, “Have someone for the road”, encouraged bar patrons to plan ahead and have someone designated to not drink so that he/she could drive the others home safely afterwards. Promotion was carried out through television, radio, print, and billboard advertisements. The program was sponsored by SGI, Saskatchewan Liquor and Gaming Authority, Saskatchewan Health, and the Hotels Association of Saskatchewan.

♦ Legislation (Minimum Licence Suspension Periods)

• Minimum licence suspensions of one, three, and five years for first, second, and subsequent impaired driving convictions (respectively) have been in place since August 1996.

♦ Communications

• Saskatchewan’s impaired driving programs promote the STRID indirectly.

OTHER ELEMENTS

♦ Education

• A server intervention training program, where participation is voluntary, has been in place since November 1991.

• Training for police, crown prosecutors, and judiciary has been in place since the new legislation was introduced in August 1996.

• Two educational brochures were made available to the public: from January through March 2000, the “Top 10 ways to be a bloody idiot” brochure was used, and later the “Safe & sober” brochure. Presentations were made at high schools, safety fairs, and other events to discourage the practice of drinking and driving.

• A new initiative between the provincial SADD chapter and the RCMP Training Depot was introduced in September 2001. Each class of recruits now attends a presentation by a SADD member designed to reinforce the dangers of drinking and driving.

• Provincial law enforcement officers attended standard field sobriety training in November 2001.
• Radio advertisements were used throughout 2001 to convey safety tips on a number of topics, including drinking and driving.

♦ Legislation

• Saskatchewan introduced an administrative licence suspension in August 1996. Experienced drivers with a BAC above 0.04 now face the following sanctions: for the first offence (in the last five years), a 24-hour suspension; for the second offence, a 24-hour suspension and the driver must complete the "Driving without impairment" course within 90 days; for the third offence, the driver faces a 90-day suspension, an addiction screening, and s/he must complete either an education or recovery program before licence reinstatement.

• Since August 1996, disqualified and suspended drivers, and drivers who have served the disqualification or suspension but not renewed their drivers' licences, could have any vehicles they are driving impounded for 30 days for a first offence in the last two years, and 60 days for a second offence.

• Exemptions for work permits have not been removed. However, the exemptions are subject to the completion of an addiction screening and either an education or recovery program, as indicated by the screening.

• A zero blood alcohol content requirement for new drivers became effective February 1, 2001.

• On November 9, 2001, two programs came into effect: 90-day administrative suspensions for drinking and driving related offences (over 80 mg, failure or refusal to comply with a demand), and an ignition interlock program for first offenders (impaired driving, over 80 mg, failure or refusal to comply with a demand).

♦ Assessment and Rehabilitation

• Mandatory assessment and treatment for drinking and driving offenders has been in place since August 1996. Addiction screenings are completed by local addiction services in the offender's health district. Drivers found to be not chemically dependent are required to complete the "Driving without impairment" course. Before licence reinstatement chemically dependent drivers must complete a recovery program to the satisfaction of the addiction counsellor. Provisional and restricted licences are available to those fulfilling these requirements before the disqualification expires.
STRID 2010: IMPAIRED DRIVING INITIATIVES in 2002

♦ Education and Awareness

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

SGI provided funding for standardized field sobriety training in the spring and fall of 2002.

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

SGI presenters visit schools to speak about road safety topics determined by the teachers. The topic is not always drinking and driving.

• Highlight the costs associated with drinking and driving.

(No activity)

• Target/personalize educational campaigns for different audiences.

SGI’s latest advertising campaign focuses on recognizing the designated driver. Television, radio, and billboard advertisements are included.

♦ Role of Policing

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

SGI provided funding to bring field sobriety training to Saskatchewan.

• Streamline procedures for processing drinking drivers.

SGI worked with the police on the development of a form for the 90-day administrative suspension.
• Encourage officers to lay more criminal charges rather than 24-hour suspensions.

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

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

Please refer to “Enforcement Overdrive” description (above).

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

The Regina Police Service is pilot testing the use of passive sensors during Enforcement Overdrive check stops. The sensors were provided by MADD Canada.

• Other

(None)

♦ Policy/Legislative Initiatives

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

The following initiatives were introduced:
1. Zero blood alcohol limit for new drivers (introduced in 2001)
   a) first offence leads to 30-day suspension plus a requirement to complete the Driving Without Impairment (DWI) course within 90 days
   b) subsequent offences lead to 90-day suspension plus a requirement to complete addictions screening and the recommended education or recovery program
2. .04 limit for experienced drivers (introduced in 1996)
   a) first offence leads to 24-hour suspension
b) second offence leads to 24-hour suspension plus a requirement to complete the DWI course within 90 days

c) subsequent offences lead to 90-day suspension plus a requirement to complete addictions screening and the recommended education or recovery program

3. .08 per se limit or refusal to comply with a demand (introduced in 2002)
   a) 90-day suspension follows an immediate 24-hour suspension and, if the driver has a valid licence, a seven-day driving permit

• Make it an offence to refuse a Field Sobriety Test.
  SGI is planning to propose this.

• Introduce escalating sanctions based on BAC level to provincial regulations.
  SGI is planning to propose this.

• Widen the search (look-back) window for drinking and driving sanctions to 10 years.
  SGI is planning to propose this.

• Introduce reduced BAC thresholds for multiple offenders.
  (No activity)

• Take advantage of any technological innovations for enforcing drinking and driving.
  Saskatchewan’s ignition interlock program for first-time drinking and driving offenders was introduced in 2001. Planning is underway to expand the program to include repeat offenders (perhaps in 2003).

• Other
  (None)
♦ Health Promotion

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

Mandatory assessment and rehabilitation programs have been in place since 1996. SGI is planning to review the programs to determine if they can be made more effective.

• *Other*

(None)

♦ Linkages

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

Partnerships have been made with agencies in health care and injury prevention.

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

SGI is planning to meet with members of the justice community to address concerns with court overload and other issues. Linkages with the enforcement community continue to be strengthened through partnerships (e.g., Enforcement Overdrive) and active selective traffic enforcement programs (“STEP”).

• *Other*

(None)

♦ Other Activities

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

(No activity)
THE ALCOHOL-CRASH PROBLEM

ALCOHOL-RELATED FATALITIES

♦ Alcohol Use Among Fatally Injured Drivers

- The percent of fatally injured drivers who had been drinking increased by 11.1%, from 45% in the baseline period (1990-1995) to 50% in 2001.

- In 2001, 50% of all fatally injured drivers had been drinking, and among these drivers 84% had BACs in excess of the legal limit (80 mg%).

- Of the estimated 50 fatally injured drinking drivers, 42 had a BAC in excess of the legal limit.

♦ Alcohol Involvement in Motor Vehicle Fatalities

- The percent of fatalities involving a drinking driver in 2001 was 48%; a 9.1% increase from 44% in 1995.

- The estimated numbers of persons killed in crashes involving a drinking driver increased by 9.4%, from 64 in 1995 to 70 in 2001.

ALCOHOL-RELATED SERIOUS INJURIES

- The percent of drivers in serious injury crashes that involved alcohol increased by 12%, from 25% in 1995 to 28% in 2001.
Percent of Fatally Injured Drivers Positive for Alcohol: Saskatchewan, 1990-2001

BACs Among Fatally Injured Drivers: Saskatchewan, 2001

* numbers are estimates based on the BAC distribution of drivers tested for alcohol
Number* and Percent of Motor Vehicle Fatalities**
Involving a Drinking Driver: Saskatchewan, 1995-2001

* estimates based on percent of fatalities for which information was available to determine alcohol use
** only on public roadways involving principal vehicle types

Percent of All Drivers Serious Injury Crashes that Involved Alcohol*: Saskatchewan, 1995-2001

* single vehicle nighttime crashes (SVN) as well as non-SVN crashes that have police-reported alcohol involvement
STRID 2001: IMPAIRED DRIVING INITIATIVES in 2001

CORE ELEMENTS

♦ Enforcement and Awareness

- Roadwatch and STEP enforcement programs were conducted across the province in 2000 and 2001. The Roadwatch program is based on deterrence and detection. Deterrence consists of high profile/high visibility roadside check stops that dissuade the public from driving while impaired. The detection component involves screening drivers at check stops and subsequently removes offenders. The program begins in mid-May and runs until mid-November.

- The RCMP, Winnipeg and Brandon Police Services continued to hold roadside check stops during the 2001 Christmas season. The RCMP increased their STEP (Strategic Traffic Enforcement Program) province wide. Brandon Police Service mounted 5 roadside check stops for the city of Brandon. It is estimated that the Winnipeg Police Service maintained between 23 to 28 check stops in Winnipeg.

- In 2000 and 2001, TADD, Designated Driver Program, and Manitoba Liquor Control Commission programs were active.

♦ Legislation (Minimum Licence Suspension Period)

- Manitoba has implemented a new licence suspension scheme on December 1, 2001 which will have two categories of offences: Category A - Serious - All Criminal Code driving offences except those in Category B (1 year, 5 year, 10 year and life suspensions); and Category B - Most serious - Police chases, motor vehicle theft, possession of stolen vehicle, take auto without consent (drivers), motor vehicle related arson and death or bodily harm offences (5 year, 10 year and life suspensions). Refusal is in Category A, but the suspension for a 1st refusal conviction remains 2 years and the suspension for two refusal convictions remains seven years. The time frame for calculating repeat offences will be 10 years instead of 5 years.
Suspended drivers with three or more convictions will no longer be prohibited from applying to the Licence Suspension Appeal Board. Where there are both Category A and B convictions the length of suspension is as follows:

<table>
<thead>
<tr>
<th>Category A convictions</th>
<th>Category B convictions</th>
<th>Suspension</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (excluding refusal)</td>
<td>0</td>
<td>1 year</td>
</tr>
<tr>
<td>1 refusal</td>
<td>0</td>
<td>2 years</td>
</tr>
<tr>
<td>2 (excluding refusal)</td>
<td>0</td>
<td>5 years</td>
</tr>
<tr>
<td>2 refusals</td>
<td>0</td>
<td>7 years</td>
</tr>
<tr>
<td>0</td>
<td>1</td>
<td>5 years</td>
</tr>
<tr>
<td>3 (including refusal)</td>
<td>0</td>
<td>10 years</td>
</tr>
<tr>
<td>1 (including refusal)</td>
<td>1</td>
<td>10 years</td>
</tr>
<tr>
<td>0</td>
<td>2</td>
<td>10 years</td>
</tr>
<tr>
<td>4 or more (incl. refusal)</td>
<td>0</td>
<td>lifetime</td>
</tr>
<tr>
<td>2 or more (incl. refusal)</td>
<td>1</td>
<td>lifetime</td>
</tr>
<tr>
<td>1 or more (incl. refusal)</td>
<td>2 or more</td>
<td>lifetime</td>
</tr>
<tr>
<td>0</td>
<td>3 or more</td>
<td>lifetime</td>
</tr>
</tbody>
</table>

♦ Communications

- In 2000, one television commercial was aired in Manitoba. The commercial provided a drinking and driving message and included consequences of being caught impaired at a police check stop.

- Billboard, radio, TV, print advertisement and pamphlets concerning the "You Lose" campaign respecting the new legislation targeting drunk driving introduced December 1, 2001.

OTHER ELEMENTS

♦ Education

- In 2000, stakeholders in law enforcement, government, CAA, Manitoba Safety Council and Manitoba Public Insurance (MPI) had an opportunity to share information on the Manitoba Road Safety Coordinating Committee.

- For 2001, MPI modified the “No One Walks Away” (NOWA) presentation to target middle school aged students from grades 7 to 9. In partnership with the Manitoba Junior Hockey League, players from the league received training on NOWA and facilitate the presentations to students. Emphasis is placed on choices, decisions and possible consequences relating to drinking and driving, seatbelt use and passenger responsibilities.
• The Manitoba Liquor Control Commission had training for rural liquor "off-sale" vendors scheduled for October 2000. This training is mandatory and focuses on providing information to vendors on the safe promotion on sales of alcohol. To date, all 175 vendors have received the required training.

• Manitoba Public Insurance funded Operation Rednose and developed a television commercial. The Manitoba Liquor Control Commission implemented a "Show Your Age" campaign and developed a billboard, poster, and coaster campaign "Live Life to the Max - Drink in Moderation".

• The "It's Good Business" (IGB) program is offered by member organizations of the Responsible Service Committee representing: the Manitoba Hotel and Restaurant Association, Manitoba Tourism Education Council, Manitoba Public Insurance, the Addictions Foundation of Manitoba, the Winnipeg Police Service and the Manitoba Liquor Control Commission. The program is mandatory and requires owners/managers to complete the training by March 31, 2003 and for front line staff to complete the course by March 31, 2002.

• Crown Attorneys routinely receive education about new impaired driving initiatives via memorandums and through their quarterly conferences as new issues and information emerges. Some Crown Attorneys attended a breathalyzer course in November 2001.

• Manitoba Justice and Transportation and Government Services developed posters and pamphlets concerning impaired driving sanctions applying to on and off-road vehicles as of December 2000.

• An impaired driving consultation workshop was held in Winnipeg for key stakeholders in the impaired driving and transportation fields. Consultation was also conducted via a questionnaire that could be accessed by telephoning Manitoba Justice or by visiting the ministry's website.

♦ Legislation

• Introduced in November 1989, vehicle-based sanctions are applied to persons who are found to be driving while suspended. On the first offence, the vehicle is impounded for 30 days. In December 1991, new legislation was enacted to extend the impoundment period for an additional 30 days for a subsequent offence within a two-year period. As of September 1, 1997, a second or subsequent offence results in an immediate 90-day impoundment. The impoundment period increases by 60 days for each subsequent suspension. And on December 1, 1999, new legislation was enacted which
allowed a peace officer to seize a vehicle being operated by a driver who has a BAC over .08 or if the driver refused to provide a sample.

- Legislation effective April 1998 introduced immediate 24-hour roadside suspensions and a $40 licence reinstatement fee for drivers with a BAC of 0.05 or higher or refusing to submit to a breath test. Persons with two or more suspensions for .05 to .08 BAC within three years are required to take a mandatory impaired driver’s assessment at their own expense.

- Legislation took effect in December 1, 1999 that off-road vehicle operators receive the same sanctions that drivers now receive for driving impaired and or disqualified. Impoundment of vehicles was added to the Administrative Licence Suspension as well as off-road vehicles.

- As of December 2000, drivers with a BAC of over .08 will have their motor vehicle or off-road vehicle impounded by the police for 30 days for a first offence and 90 days for a second offence. Drivers with a BAC of over .16 or who refuse to give a breath/blood sample will have their vehicle impounded for 60 days for a first offence and 180 days for a second offence. The impoundment period increases by 60 days for each subsequent offence. The timeframe for considering repeat offences is five years (previously two years).

- In July 2001, Manitoba passed enabling legislation for a) ignition interlocks, and b) vehicle forfeiture upon conviction, for Criminal Code driving offences resulting in death or bodily harm and from any other 3rd or subsequent Criminal Code driving conviction. The legislation for these two measures has not yet been proclaimed.

- As of October 01, 2001 Manitoba has introduced Zero BAC legislation for all new and probationary drivers. This legislation was introduced in advance of the incoming Graduated Licencing Program.

- As of December 01, 2001, drivers in Manitoba with 3 or more Criminal Code convictions within a 5 year period will be allowed to apply to the Licence Suspension Appeal Board for a restricted licence (previously not allowed). After proclamation of Ignition Interlock, drivers may be allowed to apply to the Licence Suspension Appeal Board for a restricted licence providing the vehicle is equipped with an approved Ignition Interlock device.

♦ Assessment and Rehabilitation

- Mandatory assessment is required for all offenders for alcohol-related criminal code convictions as well as all drivers who had their licence administratively suspended.
In April 1998, mandatory assessment was introduced for all persons who have two or more suspensions within three years involving driving with a blood alcohol concentration of 0.05 or over.

STRID 2010: IMPAIRED DRIVING INITIATIVES in 2002

♦ Education and Awareness

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

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

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

Driver Improvement and Control provide guest speakers for most Driver Education classes. They provide information relative to obtaining/maintaining a licence, as well as consequences for improper driving decisions.

For 2001-2002 Manitoba Public Insurance (MPI) contracted Motivation Media to facilitate 70 high impact multi-media presentations to junior and senior high schools. The theme of the presentation focused on student attitudes, self-esteem, setting goals and impaired driving issues.

For the fall of 2002, MPI introduced two educational initiatives that provide road safety education and impaired driving information to students from kindergarten to grade 12. The first initiative, the “Learning Resources Curriculum” provides age appropriate road safety information to students from kindergarten to grade 8. Much of the focus of the Learning Resource deals with road safety education but includes impaired driving information. The Learning Resources is part of the Health/Physical Education Curriculum
and will be in all public schools and will reach more than 210,000 students. The Learning Resources builds upon the work from the “Children’s Traffic Safety Club”, developed in 1999, which provides road safety information to pre-school aged children. A curriculum targeting grade 9 and 10 students is currently being developed. The second initiative highlights the development of the “Wrecked” anti-impaired driving resource kit. Wrecked targets Senior I and II driving aged students. Kit contents feature an Impaired driving video, facilitators’ guide, a quiz, listing of resources, statistics and consequences. The kit can be a resource for educators to be utilised with Senior III and IV students. The Wrecked kit is distributed to approximately 443 eligible schools and potentially reaching 66,000 students.

For 2001-2002, MPI partnered with the Manitoba Junior Hockey League to have player representatives deliver impaired driving presentations to junior high school aged students. The “No One Walks Away” presentation was reformatted to meet the needs of 12 to 14 year old age students. The objective of this presentation is to enable this age group to better understand the dangers associated in becoming a passenger with an impaired driver.

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

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

For 2002, a joint initiative with Manitoba Public Insurance and the Province of Manitoba resulted in the development of television commercial titled “When you drink and drive in Manitoba – YOU LOSE” (this commercial outlines the social and economic cost associated with impaired driving such as increased suspension lengths for criminal code convictions. Driving license suspensions range from one year to lifetime, effective December 2, 2001). In addition, a “YOU – LOSE” brochure was also developed outlining the various sanctions, consequences and fines incurred if caught driving while impaired. Development of the brochure was a joint initiative between Manitoba Public Insurance, Province of Manitoba and Manitoba Liquor Control Commission.
• Target/personalize educational campaigns for different audiences.

(No activity)

• Other

Graduated driver licensing was implemented in Manitoba beginning with a zero BAC initiative for learner drivers, drivers with a probationary driver’s licence and motorcyclists operating with a motorcycle instructor permit. This was implemented in October 2002.

♦ Role of Policing

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

There are seven SFSTs within the RCMP and two DREs with future emphasis to be placed in accordance with resources and pending legislation changes. SFST training is also being encouraged.

• Streamline procedures for processing drinking drivers.

(No activity)

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

(No activity)

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

In response to the 2010 Road Safety vision, the RCMP are currently requesting an increase in their compliment of traffic enforcement personnel.

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

(No activity)
• Other

MPI co-ordinates the RoadWatch 2002-check stop program that includes Brandon Police Service, Dakota Ojibway Police Service and the RCMP. The program’s goal is to reduce the frequency and severity of alcohol-related collisions through a combination of deterrence and detection. The deterrence component involves increasing motorist perceived risk of apprehension by deploying highly visible roadside check stops. The detection aspect is accomplished by processing drivers through the check stop. The program operates from mid-May and concludes in mid-November. Data are currently ongoing and not available at time of reporting. Highlights from the 2001 RoadWatch program include:

- 238 check stops held during the six month program
- 44,443 drivers have gone through a RoadWatch check stop
- 129 Criminal Code Charges laid
- 178 twenty-four hour suspensions laid
- 1,560 Highway Traffic Act offences issued
- 140 Liquor Control Act and Controlled Drug Substance Act offences

♦ Policy/Legislative Initiatives

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

Administrative licence suspensions are currently recorded on the driving record.

• Make it an offence to refuse a Field Sobriety Test.

(No activity)

• Introduce escalating sanctions based on BAC level to provincial regulations.

Vehicle impoundment durations are based on BAC readings and on whether the person is a repeat offender.
• **Widen the search (look-back) window for drinking and driving sanctions to 10 years.**

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

• **Introduce reduced BAC thresholds for multiple offenders.**

(No activity)

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

The new ignition interlock program in Manitoba is being developed and is expected to be completed by winter 2003.

♦ **Health Promotion**

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

Mandatory assessments is in place (conducted by the Alcohol Foundation of Manitoba) for all alcohol related convictions and administrative licence suspensions; as well as for drivers with two or more 24 hr. suspensions within 3 year period. Drivers are monitored for 2 years.

• **Other**

(No activity)

♦ **Linkages**

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

(No activity)
• Linkages with the enforcement and justice communities should be strengthened.

(No activity)

♦ Other Activities

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

Manitoba passed enabling legislation in July 2001 (not yet proclaimed) for two programs:

1. ignition interlock – waiting on implementation of new proposed proclamation date expected in Winter)
2. vehicle forfeiture, upon conviction, for Criminal Code (cc) offences resulting in death or bodily harm and from any other third or subsequent CC conviction (effective December 2002).

Ongoing initiatives to be included:

MPI in partnership with the Additions Foundation of Manitoba, the Manitoba Tourism Education Council, the Manitoba Hotel Association, the Manitoba Restaurant Association, the Winnipeg Police Service, Pattison Outdoor Advertising Group and the Manitoba Liquor Control Commission oversee the “It’s Good Business” and “Designated Driver” programs.

The “It’s Good Business Program” encourage the hospitality industry to recognise their role in serving alcohol responsibly. The program is mandatory and is a server intervention program that teaches servers to recognise impairment in their customers.

From April 1, 2001 to June 16, 2002 approximately 8,436 manager/owners and front line servers have taken the training for the IGB program.

The Designated Driver Program encourages patrons at licenced establishments to appoint a designated driver. Establishments that participate, agree to provide free non-alcoholic beverages to the designated driver as a way to recognise and support responsible driving behaviour.
MPI provides funding to assist the Manitoba Association of School Trustees (MAST) to oversee the operation of the Safe Graduation and Teens Against Drinking and Driving (TADD) programs.

Safe Grad Committees are comprised of parents, teachers and students that operate at a grassroots level to ensure the safety of students at graduation ceremonies. MAST organizes conferences to assist new committees on the procedures needed to plan a safe graduation. There are approximately, 150 committees in the province.

Teens Against Drinking and Driving (TADD) is a student lead organization managed by MAST. The mandate of the TADD groups is to create awareness of the dangers associated with impaired driving among high school students. There are approximately 40 TADD chapters in Manitoba.

Operation Red Nose: Last year in partnership with the Manta Swimming Club, ING Halifax and MPI participated by offering free rides to individuals who have had too much holiday cheer. MPI helped finance the operational expenses of the ORN. In 2001, MPI provided both funding and volunteers to help assist the ORN campaign. Last year, 1,687 volunteers provided over 2,752 rides during 14 peak days over the Christmas period.

**THE ALCOHOL-CRASH PROBLEM**

**ALCOHOL-RELATED FATALITIES**

- **Alcohol Use Among Fatally Injured Drivers**
  - The percent of fatally injured drivers who had been drinking decreased by 27.5%, from 51% in the baseline period (1990-1995) to 37% in 2001.
  - In 2001, 37% of all fatally injured drivers had been drinking, and among these drivers 96% had BACs in excess of the legal limit (80 mg%).
  - Of the estimated 23 fatally injured drinking drivers, 22 had a BAC in excess of the legal limit.
Alcohol Involvement in Motor Vehicle Fatalities

- The percent of fatalities involving a drinking driver decreased by 11.4%, from 35% in 1995 to 31% in 2001.

- The estimated numbers of persons killed in crashes involving a drinking driver decreased by 37.0%, from 46 persons in 1995 to 29 in 2001.

ALCOHOL-RELATED SERIOUS INJURIES

- The percent of drivers in serious injury crashes that involved alcohol decreased by 17.4%, from 23% in 1995 to 19% in 2000.
Percent of Fatally Injured Drivers Positive for Alcohol: Manitoba, 1990-2001

BACs Among Fatally Injured Drivers: Manitoba, 2001

* numbers are estimates based on the BAC distribution of drivers tested for alcohol
Number* and Percent of Motor Vehicle Fatalities**
Involving a Drinking Driver: Manitoba, 1995-2001

Percent of All Drivers in Serious Injury Crashes that Involved Alcohol*:
Manitoba, 1995-2001
STRID 2001: IMPAIRED DRIVING INITIATIVES in 2001

CORE ELEMENTS

♦ Enforcement and Awareness

- In the fiscal year 2000/2001, the Ministry of the Solicitor General continued its support of the Reduce Impaired Driving Everywhere (RIDE) campaign by funding 140 programs across the province. The campaign resulted in 651,450 vehicles being checked over a one-year period. Press releases issued by the police prior to enforcement blitzes and holiday weekends served to increase the perceived risk of being apprehended and reminded motorists to drive sober. Through the RIDE program, police enforcement of impaired driving in Ontario continues to be vigorous and highly visible.

- The Ontario Ministry of Transportation and the Automobile Insurers of Ontario sponsored the Road Safety Value Partnership program which provided funding for additional traditional reinforcement of aggressive and unsafe driving, including impaired driving and high risk intersections.

- The Ontario Community Council on Impaired Driving (OCCID) continued to organize the Arrive Alive campaign in 2001, to raise awareness of the drinking-driving problem with an emphasis on the summer months, which is a peak period for impaired driving crashes. Sponsored in part by the Ministry of Transportation (MTO), this campaign included a series of public service announcements and weekly media reports. An Arrive Alive video public service announcement released in 2000 received feedback from eight TV stations that they would be airing it and a second message was produced and released in 2001.

- The “Tie One On For Safety Campaign” was run by MADD Canada during 2000 to heighten public attention on drinking and driving during the holiday season. The program is designed to encourage the public to become actively involved in the fight against drunk driving by tying a MADD ribbon to a visible place on their vehicle, such as the antenna or side mirror.
The third annual “National Students Against Impaired Driving Day” occurred on October 16, 2001 hosted by BACCHUS Canada – a national alcohol awareness group for post secondary students. The event celebrates the work students across the country have already done on the issue of drinking and driving and raises awareness of the continued need for youth action on impaired driving. Secondary and post-secondary schools across the country were involved through dances, displays and community activities.

Ontario Students Against Impaired Driving (OSAID), in partnership with the Ministry of Transportation, Labatt, police services and public health launched a new CD-ROM entitled "Stop Think Lead" in October 2000. The CD-ROM provides valuable information to Ontario high school students on the impaired driving issue and other risk-related activities involving youth.

The Ontario Ministry of Transportation sponsored and organized Road Safety Challenge campaigns in 2000 and 2001 with a strong anti-drinking driving message in an effort to link communities and encourage new alliances between governments, business and people to build safer and healthier places to live.

The Liquor Control Board of Ontario (LCBO) and MADD Canada continued to run their impaired driving media campaign. A TV public service announcement was launched in early summer 2001 and continued to be aired from October to December. Radio ads were also aired during the summer months.

Legislation (Minimum Licence Suspension Periods)

Since 1998, Ontario has utilized drinking and driving initiatives contained in Bill 138, The Comprehensive Road Safety Act. The legislation retains the one-year licence suspension for the first conviction; however, it increases the minimum licence suspension period for repeat offenders to three years for a second conviction and a lifetime suspension for a third conviction (which can be reduced to 10 years with fulfillment of specific actions). All offenders convicted of their fourth offence lose their driving privileges for life. Furthermore, the search length for counting previous impaired driving convictions under the Criminal Code increased from five years to a minimum ten year period. The full ten-year sentence will be in effect by 2003.

Communications

The annual multidisciplinary conference on injury prevention and impaired driving "Manage the Energy" was held in 2000 and again in 2001. The
Ministry of Transportation presents its Road Safety Achievement Awards at these conferences. This conference brings together stakeholders, the public health sector, and experts from across the province to create a forum of discussion and exchange about the latest initiatives in both fields.

- In December 2000, OCCID held Countermeasures XIII. Sponsored in part by the Ministry of Transportation, this conference was a provincial forum for experts and individuals committed to reducing impaired driving. It looked primarily at federal and provincial initiatives and their impact on Ontario, with a special focus on advancements in technology and design, communications, and future directions.

- At the Ontario Traffic Conference safety education workshop in 2001, a good deal of this conference focused on impaired driving and sessions included presentations by both MADD Canada and OCCID.

- OSAID (Ontario Students Against Impaired Driving) held a youth leadership conference in 2001 to motivate and inform students, teachers, health professionals, police officers and community group members involved in the promotion of sober driving. This conference was sponsored in part by the Ministry of Transportation.

- TAID (Take Action on Impaired Driving) hosted a youth leadership conference in 2001 attended by over 110 delegates representing over 40 Ontario secondary schools. The conference was designed to help delegates develop the skills required to educate their fellow students on the dangers of impaired driving. This conference was also sponsored in part by the Ministry of Transportation.

OTHER ELEMENTS

♦ Education

- Ontario has had Smart Serve, a mandatory server training since 1993 for new applicants for liquor licences, transferees, caterers, stadiums, and most licensees subject to disciplinary hearings. Participation is voluntary for all others. Changes were made in 2000 to include updates to the training content to be consistent with changes made to regulations on serving alcohol.

- The Ontario Ministry of the Attorney General holds an annual summer school for Crown Attorneys. Part of the curriculum is a course on drinking and driving legislation.
The Ontario Ministry of Transportation sponsored and organized the 2001 Road Safety Challenge campaign in an effort to link communities and encourage new alliances between people, business and government to build a safer, healthier place to live. The anti-drinking driving message was one of the five key themes of this campaign.

MTO introduced the Aggressive Driving Community Support Program which provided almost $700,000 in funding in early 2001 to more than 100 community groups across Ontario to address aggressive driving, including impaired driving. An additional $650,000 has been made available to help community groups develop road user safety projects that educate motorists about safe driving. This additional funding targets specific areas of unsafe driving, including impaired driving.

In 2000, Ontario established the Minister’s Advisory Group on Safe Driving, which is composed of representatives from key road user safety groups. Impaired driving leads their list of priorities. The Ontario government announced funding in the amount of $550,000 to assist more than 100 community groups in the province to target aggressive and unsafe driving behaviour.

The Canadian Automobile Association, in partnership with the Ontario Ministry of Transportation, CORPAV Presentation Group and police services held its “Licensed to Live” impaired driving forum for youth on May 11, 2000. The event, which aimed to convince teens that drinking and driving has tragic, real-life consequences, drew 4,500 high school students, making it the largest event of its kind in Ontario’s history. The two-hour forum included guest speakers, celebrity appearances, collision re-constructions and video documentaries.

♦ Legislation

In 1999, Ontario implemented vehicle impoundment legislation. A driver caught driving while his/her licence is suspended for a driving-related Criminal Code of Canada conviction will have the vehicle he/she is driving impounded for a minimum of 45 days. Regardless of whether the vehicle is borrowed from a friend or family member, used for business or employment purposes, rented or leased, the vehicle will be impounded. Vehicle owners are responsible for towing and storage charges. From the time of implementation in February 1999 to December 31, 2000 a total of 2,408 vehicles have been impounded.

Exemptions for work permits have never existed in Ontario.
• Enabling legislation for ignition interlocks was passed in December 2000 and proclaimed in December 2001. As of December 23, 2001, individuals who commit a drinking and driving offence under the Criminal Code and are convicted will be subject to the ignition interlock program. After serving the current provincial sanctions, including licence suspensions and mandatory remedial programs, those who are eligible to have their driver's licence reinstated will have an ignition interlock condition placed on their driver's licence for a minimum of one year for 1st time offenders and a minimum of three years for 2nd time offenders. A third time offender is suspended from driving for life, but can apply to have their licence reinstated after ten years. If reinstated, the ignition interlock device will be required for life.

• Since the start of the Administrative Driver's Licence Suspension (ADLS) program in November 1996, a total of 81,647 immediate 90-day licence suspensions have been issued to drivers (as of December 31, 2000) who provided a breath sample over the legal limit (.08 BAC) or who refused to provide a breath sample.

♦ Assessment and Rehabilitation

• In Ontario, effective October 1, 2000 all offenders will have to complete the assessment and follow-up interview that is part of the remedial measures program, “Back on Track”.

STRID 2010: IMPAIRED DRIVING INITIATIVES in 2002

♦ Education and Awareness

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

The continuing education program of the Crown Attorneys Association and the Ministry of the Attorney General has made the education of Crowns on the issue of drinking and driving a top priority.

Police officers receive on-going internal training through a number of courses, updates as to court decisions, shift briefings, internal publications and All-Chief’s memos. The Ignition Interlock initiative has been supported by material for the provincial policing community, developed by representatives from the Ontario Provincial Police (O.P.P.), Ontario Association of Chiefs of Police (OACP) Traffic Committee and MTO. The OACP Traffic Committee
holds 2 meetings/training sessions annually. Any new information on drinking/driving is shared there.

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

The Ontario Ministry of Transportation (MTO) provided financial support and resources towards the efforts of youth-oriented impaired driving stakeholders in the delivery of awareness activities including the Canadian Youth Against Impaired Driving Conference, Take Action on Impaired Driving Conference, Drive Sober Valentines and Safe Grad programs.

MTO is developing a new public education program called iDRIVE to raise awareness amongst drivers under the age of 25 about the risks and consequences of aggressive and unsafe driving practices (including impaired driving) and to provide novice drivers with details about the province’s graduated licensing system. The first components of the iDRIVE program will be rolled out in Spring 2003.

MTO and Mothers Against Drunk Driving (MADD) Canada have developed a new video and public service announcements on the substantial costs and consequences of an impaired driving conviction. These include: thousands of dollars in legal fees and increased insurance costs; the requirement to successfully complete Ontario’s Remedial Measures Program; large fines; and the financial and personal cost of only being permitted to drive motor vehicles with an ignition interlock device installed for a specified period of time. The first of these products was released in Fall 2002.

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

MTO provided a grant towards the production of the Ontario Community Council on Impaired Driving (OCCID) “arrive alive – DRIVE SOBER” passport, which includes a panel on the considerable financial costs associated with drinking and driving. Particular emphasis was on substantial minimum Criminal Code fine ($600), high cost of the Remedial Measures Program ($475.00 plus GST), enormous increase in insurance costs (up to $9,000.00), cost of ignition interlock ($1,500 plus installation) and legal fees of $2,000.00-$10,000. The passport was distributed to community groups and through Beer Store locations, Esso stations, driver examination centres and private issuing offices across the province.

Similarly, by the end of 2002, a planned MTO’s “Break the Law, Pay the Price” was in the works which would emphasize the substantial financial costs of an impaired driving conviction including: a minimum Criminal Code...
fine ($600); cost of the Remedial Measures Program ($475.00 plus GST); enormous increase in insurance costs (up to $9,000.00); cost of ignition interlock ($1,500 plus installation) and enormous legal fees ($2,000.00-$10,000).

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

  MTO introduced a brochure to promote the new ignition interlock program prior to the first offenders being eligible to participate in December 2002.

  MTO continued distribution of impaired driving public education materials at community events and through stakeholders’ groups. MTO also supported the production and distribution of Ontario Community Council on Impaired Driving (OCCID) “Drive Sober Valentines” at secondary schools and to fans at a Toronto Maple Leaf Game.

  In Spring 2003, MTO will launch iDRIVE, a program to raise awareness amongst drivers under the age of 25 about the risks and consequences of aggressive and unsafe driving practices (including impaired driving) and to provide novice drivers with details about the province’s graduated licensing system. iDRIVE will be delivered in three components, for secondary school students, for those attending post-secondary institutions and for members of the target group in the community.

  MTO held public education displays and information sessions on the new ignition interlock program at stakeholder and partner conferences and events taking place in the Fall 2002.

  Also at the end of 2002, MTO was preparing a display and information brochures for the Toronto International Auto Show to be held in February 2003. The display illustrated the substantial financial costs associated with an impaired driving conviction and highlighted Ontario’s newest weapon in the fight against impaired drivers – the ignition interlock program.

- **Other**

  (None)
♦ Role of Policing

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

In January 2002, seventeen police officers from across Canada (including some from Ontario) graduated from a pilot Drug Recognition Expert program that helps them identify drug-impaired drivers. The course teaches police officers to assess the nature and degree of impairment of drivers under the influence of alcohol and/or drugs.

• *Streamline procedures for processing drinking drivers.*

On August 27th 2002 at the National Police Awards for Traffic Safety held in Quebec City, Police Constable Christopher Dingman of the O.P.P. (Whitby Detachment) received an award in recognition of his efforts in creating the Automated Input Management System, commonly known as the AIM System. PC Dingman was tasked in 2001 with the creation and completion of a program to increase efficiencies to speed up the processing of impaired drivers, as a commitment to the GTR (OPP) Regional Business Plan. The AIM System was programmed and designed using Microsoft Access - a database application. Also, a magnetic card reader was added to further reduce time and increase accuracy by scanning an Ontario Driver’s License and obtaining the information from the magnetic strip rather than manually entering it.

The database allows information to be linked and related automatically as defined by the user. For example, an officer need only enter his badge number to retrieve his name, detachment and other related information. This design reduces the data entry required - saving more time. The AIM System is capable of generating all release documents associated with an impaired driver in as little as four minutes.

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

It is understood that anyone with a BAC above the legal limit or who fails or refuses to provide a breath sample is charged with the appropriate Criminal Code offence. Only those with a BAC below .08 but above .05 receive a 12-hour roadside licence suspension.
• **Lobby for increased police resources to help increase the perceived risk of apprehension.**

In addition to regular traffic policing activities, police services run regular as well as seasonal RIDE programs. The Ministry of Public Safety and Security Funding provides $1.2 million per year in dedicated funding for RIDE programs, although police services are not limited only to this source of funding.

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

The Ministry of Public Safety and Security is awaiting clarification from the federal Department of Justice as to the legality of using these devices as a detection tool. To date, police services in Ontario have not shown strong support for the use of this device as an investigation tool.

• **Other**

  (None)

♦ **Policy/Legislative Initiatives**

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

  Only 90-day suspensions are listed on the driver records and only for the duration of the suspension period. The legal authority in Ontario only exists for conviction and certain other limited information to be posted to the driver record. This authority does not extend to recording a suspension for a moving violation not resulting from a conviction. Legal concerns and insurance implications have been raised around extending the existing authority.

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

  Changes to federal legislation would need to be considered.

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

  Existing sanctions already have an incremental feature. Novice drivers are restricted to zero BAC. At levels between .05 and .08 drivers are subject to
12 hour roadside suspensions. Those registering above the legal limit are issued 90 day administrative licence suspensions.

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

  This was implemented in Ontario in 1998. For Criminal Code driving related offences, offenders with two or more convictions within a minimum 10 year period are considered repeat offenders. Drivers must have a 10 year period free of driving related Criminal Code convictions in order to be considered to have a “clean” driving record. No changes took place in 2002.

- **Introduce reduced BAC thresholds for multiple offenders.**

  Convicted impaired drivers who participate in the remedial measures program and are eligible for licence reinstatement with an ignition interlock condition, cannot drive unless they provide a breath sample with a BAC of .02 or lower.

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

  A new ignition interlock program has been introduced. See below.

♦ **Health Promotion**

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

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

  This program was phased in starting September 30, 1998 and was designed based on clinical expertise provided through the Ministry of Health and Long-Term Care. Every convicted drinking driver who received their suspension notice on or after October 1, 2000 must complete all three components.

- **Other**

  (None)
♦ Linkages

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

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

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

STRID has increased its membership to include such representation. As well, Ontario is reconvening its inter-ministerial committee that provides a forum for discussion of various road safety issues, including impaired driving. This committee includes representation from both the enforcement and justice communities.

Ontario continues to have an interministerial Road User Safety Committee that meets at least twice a year at which impaired driving issues are sometimes discussed.

♦ Other Activities

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

The newest tool in the fight against impaired driving is the Ignition Interlock Program. Ignition interlock legislation took effect on December 23, 2001 and applies to any driver who is convicted of a drinking and driving offence committed on or after that date. The program was fully operational in December 23, 2002, when the first offenders became eligible to participate. After serving the current provincial sanctions for drinking and driving convictions, the ignition interlock condition applies on the driver’s licence for the following minimum periods:

- First-time offender – one year;
- Second-time offender – three years;
- Third-time offender – lifetime (if suspension reduced); and
- Fourth-time offender – not eligible (lifetime suspension).
The program requires convicted offenders to either drive vehicles equipped with an ignition interlock device or stay off the road. The ignition interlock program is based on a user pay principle to minimize the cost to taxpayers. The cost for program participants will be approximately $1,300/year. By December 2002, service was initially available at six Ontario locations, with seven additional centres being added by April 2003. More service sites may be added as the need for service warrants.

THE ALCOHOL-CRASH PROBLEM

ALCOHOL-RELATED FATALITIES

♦ Alcohol Use Among Fatally Injured Drivers
  • The percent of fatally injured drivers who had been drinking decreased by 30.2%, from 43% in the baseline period (1990-1995) to 30% in 2001.
  
  • In 2001, 30% of all fatally injured drivers had been drinking, and among these drivers 86% had BACs in excess of the legal limit (80 mg%).
  
  • Of the estimated 155 fatally injured drinking drivers, 133 had a BAC in excess of the legal limit.

♦ Alcohol Involvement in Motor Vehicle Fatalities
  • The percent of fatalities involving a drinking driver has decreased by 26.3%, from 38% in 1995 to 28% in 2001.
  
  • The estimated numbers of persons killed in crashes involving a drinking driver decreased by 39.4%, from 398 in 1995 to 241 in 2001.

ALCOHOL-RELATED SERIOUS INJURIES

• The percent of drivers in serious injury crashes that involved alcohol dropped by 26%, from 23% in 1995 to 17% in 2001.
Percent of Fatally Injured Drivers Positive for Alcohol: Ontario, 1990-2001

BACs Among Fatally Injured Drivers: Ontario, 2001

* numbers are estimates based on the BAC distribution of drivers tested for alcohol
Number* and Percent of Motor Vehicle Fatalities**
Involving a Drinking Driver: Ontario, 1995-2001

* estimates based on percent of fatalities for which information was available to determine alcohol use

** only on public roadways involving principal vehicle types

Percent of All Drivers Involved in Serious Injury Crashes that Involved Alcohol*: Ontario, 1995-2001

* single vehicle nighttime crashes (SVN) as well as non-SVN crashes that have police-reported alcohol involvement
STRID 2001: IMPAIRED DRIVING INITIATIVES in 2001

CORE ELEMENTS

♦ Enforcement and Awareness

- The enforcement and awareness campaigns in Quebec continued with the long-standing “Operation Nez-Rouge” (operation red-nose) Police services are undertaking two province-wide month-long STEP programs. These programs were held in May and November. The second STEP campaign was in November in order to extend the enforcement period already in effect during the Christmas season. These enforcement campaigns are supported by mass media awareness campaigns, e.g., press conferences, television and press releases, to increase the perceived risk of being arrested. Promotional material is also distributed to each driver passing through roadblocks.

♦ Legislation (Minimum Licence Suspension Periods)

- Quebec has adopted a ten-year cycle for licence suspension and minimum licence suspensions of 1, 3, and 5-years suspension for the first, second and third or subsequent offence.

♦ Communications

- In Quebec, the communication plan in 2000 included television commercials aired during the STEP campaigns, billboard signs (don't let your friends drink and drive) and the promotion of alternative solutions such as designated drivers. Special efforts were made in the two most problematic areas: displays in public areas and special youth intervention. The Beauce-Etchemin area, with the participation of many of its stakeholders, has conducted round-table discussions on alcohol-impaired driving.

- Quebec's communication plan to promote STRID consisted of awareness campaigns (radio spots and billboard advertisements) and public relations activities to raise awareness through public affairs programs on radio and television. Quebec did two STEP campaigns on alcohol in 2000, one from
May 18-June 18 and the other from November 3-December 3. and two others in 2001, one from May 3-June 3 and the other from November 2-December 2. Communications programs in 2001 promoted new legislation that had been introduced.

OTHER ELEMENTS

♦ Education

• Quebec did not implement a server-training program as a condition of restaurants and bars retaining their liquor licence.

♦ Legislation

• In June 2001, several new legislative amendments were adopted in Quebec.

• These new measures have been implemented on April 21, 2002:

  o Mandatory alcohol ignition interlocks for 1, 2 and 3 years if the suspension is 1, 3 or 5 years; the 1 year does not apply to all first offenders. Mandatory alcohol ignition interlocks for first time offenders are applicable to those who have been assessed with an alcohol-related problem, who also have to complete a full evaluation.

  o A ten-year cycle for licence suspensions

  o After a first offence, the person must undergo a summary evaluation establishing, to the satisfaction of the Société, that the person’s behaviour in relation to alcohol consumption is compatible with the safe operation of a road vehicle of the class applied for. The assessment must have been carried out by a duly authorized person working in a rehabilitation center for persons suffering from alcoholism addiction or in a hospital center having a rehabilitation service for such persons. The person may submit the report of the assessment to the Société during the three months preceding the issue of the license.

• Quebec has a program called "Alcofrein" which is mandatory for the first offence.

• In December 1997, new vehicle-based sanctions were introduced. Seized vehicles are impounded for 30 days.

• Exemptions have been removed for work permits since 1986.
• A zero-tolerance policy for novice and probationary drivers was introduced in June 1997. In the event of a breach of the zero tolerance law, 4 demerit points will be entered on the holder’s record and drivers face license suspension (first actually a 15 or a 30 day suspension)

• Mandatory assessment for repeat drinking-driving offenders has been in place since December 1997.

• Under the Quebec Highway Safety Code, a driver’s permit holder who has a problem with alcoholism or drugs must undergo an evaluation.

• The principal reason for this evaluation is to determine that the behaviour of the permit holder is compatible with the safe driving of a vehicle. If this behaviour is not compatible the evaluator and the permit holder must determine how to change this behaviour. Some of the ways used are: undergoing treatment for alcoholism and drug addiction, rehabilitation, therapy, a better self awareness, becoming a member of a self-help group. The evaluator will give a positive recommendation when the permit holder attends the set objectives.

STRID 2010: IMPAIRED DRIVING INITIATIVES in 2002

♦ Education and Awareness

• Educate police, justice departments and the judiciary on the nature and management of drinking and driving and its consequences.
  
  (No activity)

• Implement and maintain awareness programs in schools from an early stage (i.e., kindergarten through Grade 12) with appropriately targeted messaging.
  
  (No activity)

• Highlight the costs associated with drinking and driving.
  
  (No activity)
• **Target/personalize educational campaigns for different audiences.**

In 2002, a new advertising campaign using the slogan “Don’t let your friends drink and drive. Insist!” (in use since 2000) targeted friends of male licence holders aged 35 to 44. The goal was convincing these people to take action to stop their alcohol-impaired friends from getting behind the steering wheel. The point is that stopping your friends from driving after drinking is not only the intelligent thing to do, it is what every true friend ought to do. The 60-second public service message was aired between April 24 and May 26, 2002, in both English and French on all major Québec television networks. An information folder was printed and distributed widely to reinforce the arguments behind the message.

• **Other**

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

1) For secondary school students, the Société de l’assurance automobile du Québec (SAAQ) has set up an awareness program whose objective is to attach a stigma on drinking and driving. Under the Alternative program, students in grades nine and eleven take part in educational activities. The program includes educational kits for secondary-school teachers and counselors: an information kit on impaired driving (physiological effects of alcohol, legal aspect), a perfect prom kit known as *Pour réussir son bal de fin d’études* featuring an alternative bar and impaired driver escort service, and a discussion-oriented role-playing kit titled *La fin du rêve* (The end of a dream).

2) At the post-secondary level, the Easy Rider (Pare-Chocs) program has been designed to educate young people on the consequences of drinking and driving. Pivotal to the program is the sharing of responsibilities among all the partners involved in organizing an event where alcohol may be consumed.

♦ **Role of Policing**

• **Train and encourage more police officers to develop Drug Recognition Experts (DREs) and more use of the Field Sobriety Tests (FSTs).**
At the end of 2001, SAAQ put in place an interministerial working committee to develop and recommend a position for driving under the influence of drugs. Among the options studied to encourage enforcement will be the timeliness of using Drug Recognition Experts (DREs).

- **Streamline procedures for processing drinking drivers.**
  
  (No activity)

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

  The 24-hour suspension does not apply.

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

  Two STEP programs have been conducted each year since 1998 with the help of police agencies. It was planned to add 150 provincial police officers in 2002 and 2003. SAAQ works in partnership with police officers to improve enforcement.

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

  (No activity)

- **Other**

  (None)

♦ **Policy/Legislative Initiatives**

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

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

- **Make it an offence to refuse a Field Sobriety Test.**
Refusing to comply with a peace officer’s request to submit to a coordination test under section 636.1 of the Highway Safety Code is an offence subject to a fine of $200 to $300 (section 643.1).

• Introduce escalating sanctions based on BAC level to provincial regulations.

(No activity)

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

On April 21, 2002, Québec adopted a 10-year cycle for licence suspension and minimum licence suspensions of 1, 3, and 5 years for the first, second and third or subsequent offence.

Mandatory alcohol ignition interlocks apply for 1, 2 and 3 years if the suspension is 1, 3 or 5 years; the one year does not apply to all first offenders. Mandatory alcohol ignition interlocks for first time offenders are applicable to those who have been assessed with an alcohol-related problem, who also have to undergo a comprehensive assessment. After a first offence, the person must undergo a summary assessment establishing, to the satisfaction of the Société, that the person’s behaviour in relation to alcohol consumption is compatible with the safe operation of a road vehicle of the class applied for. The assessment must have been carried out by a duly authorized person working in a rehabilitation centre for persons suffering from alcoholism or in a hospital centre having a rehabilitation service for such persons. The person may submit the report of the assessment to the Société during the three months preceding the issue of the license.

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

• Introduce reduced BAC thresholds for multiple offenders.

(No activity)

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

(None)
♦ Health Promotion

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

Mandatory assessment for drinking-driving offenders has been in place since December 1997. So since December 1997, anyone convicted of a second or subsequent offence of driving while impaired by alcohol or drugs may be required to undergo a behavioural assessment. The assessment helps establish if a driver’s conduct, in connection with alcohol or drug consumption, is consistent with the safe operation of a motor vehicle. It is carried out by an assessor recognized by the Fédération québécoise des centres de réadaptation pour alcooliques et autres toxicomanes (FQCRPAT), the Québec federation of addiction rehabilitation centres. The assessment process takes about nine months, from registration to final report. The assessor gathers the necessary information at a face-to-face meeting through questionnaires. At a second meeting, the assessor will define the objectives you are to meet and the actions to be taken over the next six months. A last meeting will enable the assessor to check if the goals have been reached, and will make a recommendation.

Assessment for first-time offenders was introduced in April 2002. So, since April 2002, persons convicted for the first time over a ten-year period of driving while impaired by alcohol or a drug, or found to have more than 80 mg of alcohol per 100 ml of their blood. A summary assessment will establish whether your behaviour in relation to alcohol and/or drugs is consistent with the safe operation of a motor vehicle. A satisfactory report is required before you are issued a licence to drive again. The assessment must be conducted by a recognized assessor of an addiction rehabilitation centre affiliated with the FÉDÉRATION québécoise des centres de réadaptation pour les personnes alcooliques et autres toxicomanes (FQCRPAT). The SOCIÉTÉ de l’assurance automobile du Québec has entered into an agreement with the Fédération to have it develop and implement the program across Québec, and to coordinate services. During your meeting, the assessor will gather the information needed by means of a questionnaire. You will have to turn over the certificate of your blood-alcohol analysis from the sample taken at the time of interception by police. After meeting with you, the assessor will make a recommendation to the Fédération. If the assessor’s recommendation is favourable, the Fédération will send you proof. You will be required to show this proof to the Société to get a licence again, at the end of your penalty period. If the assessor’s recommendation is unfavourable, the Fédération will send the summary assessment report to the Société. You will also receive a copy. The Société takes into account the assessor’s report, your driving record and any
mitigating health condition in deciding whether you should be issued a licence to drive. You will be informed, in writing, of the decision.

- Other
  (None)

♦ Linkages

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

  (None).

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

SAAQ met representatives from justice communities in 2002 to give them an overview of the new provisions regarding driving while impaired. Whenever SAAQ intends to revise its strategy or modify its laws, it works with enforcement, justice and health representatives. This gives credibility to the process and also interesting and workable options.

♦ Other Activities

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

  (None)
THE ALCOHOL-CRASH PROBLEM

ALCOHOL-RELATED FATALITIES

♦ Alcohol Use Among Fatally Injured Drivers

• The percent of fatally injured drivers who had been drinking decreased by 19.6%, from 46% in the baseline period (1990-1995) to 37% in 2001.

• In 2001, 37% of all fatally injured drivers had been drinking, and among these drivers 80% had BACs in excess of the legal limit (80 mg%).

• Of the estimated 131 fatally injured drinking drivers, 105 had a BAC in excess of the legal limit.

♦ Alcohol Involvement in Motor Vehicle Fatalities

• The percent of fatalities involving a drinking driver has decreased by 15.6%, from 32% in 1995 to 27% in 2001.

• The estimated numbers of persons killed in crashes involving a drinking driver decreased by 43.9%, from 255 in 1995 to 143 in 2001.

ALCOHOL-RELATED SERIOUS INJURIES

• The percent of drivers in serious injury crashes that involved alcohol decreased by 18.8%, from 16% in 1995 to 13% in 2001.
Percent of Fatally Injured Drivers Positive for Alcohol: Quebec, 1990-2001

BACs Among Fatally Injured Drivers: Quebec, 2001

* numbers are estimates based on the BAC distribution of drivers tested for alcohol
Number* and Percent of Motor Vehicle Fatalities** Involving a Drinking Driver: Quebec, 1995-2001

Percent of All Drivers in Serious Injury Crashes that Involved Alcohol*: Quebec, 1995-2001

* estimates based on percent of fatalities for which information was available to determine alcohol use

** only on public roadways involving principal vehicle types

* single vehicle nighttime crashes (SVN) as well as non-SVN crashes that have police-reported alcohol involvement
NEW BRUNSWICK

STRID 2001: IMPAIRED DRIVING INITIATIVES in 2001

CORE ELEMENTS

♦ Enforcement and Awareness

• In a joint effort with the Solicitor General – Policing Services, New Brunswick conducted a month-long DWI television media campaign during December 1999 including “Holiday Checkstops” at the enforcement end.

• Year-round initiatives include sponsorship of various TADD activities, coordinating the Safe Grad media campaign, conducting vehicle checkstops and television awareness campaigns.

• A new public awareness campaign "The Drive Home ... The Choice is Yours!" was introduced in the fall of 1999. It pays tribute to the first responders who have the difficult job of processing fatal collisions - it has a clear message for those who operate vehicles after consuming alcohol.

♦ Legislation

• Federal legislation has applied to all minimum terms of licence suspensions for convictions since July 1st, 1999. The suspension periods are one year for a first conviction, 2 years for a second conviction and 3 years for a third or subsequent conviction.

♦ Communications

• Since 1997, a communication plan to promote and increase the visibility of STRID consisted of the publication of information bulletins and posters for educational purposes, public service messages produced for television and the sponsorship of T.A.D.D. Spring and Fall school conferences.

• In the fall of 1999, the revised Smashed publication was distributed to all high school and university students and a new poster and media campaign was
launched: “The Ride Home! The Choice is Yours – Please Don’t Drink and Drive”.

OTHER ELEMENTS

♦ Education

• Although the server-training program is not mandatory, New Brunswick does support and promote a designated driver program.

• Bi-annual workshops for police, crown prosecutors and the judiciary have taken place in New Brunswick since 1994.

• The STRID committee further initiated awareness and education about drinking and driving by supporting various TADD activities, including the Spring and Fall workshops in 1999.

♦ Legislation

• Changes to the Criminal Code of Canada are reflected in the longer driver licence suspension periods. This effectively eliminates work permit exemptions in New Brunswick.

• 24-hour roadside suspension for drivers tested with a BAC registering between 0.05 and 0.09.

• Introduced a Graduated Licencing Program in 1996. Under this program, stricter drinking and driving controls are applied to novice drivers.

♦ Assessment and Rehabilitation

• Mandatory treatment programs have previously been implemented and now carry increased program enrolment fees and reinstatement fees.

STRID 2010: IMPAIRED DRIVING INITIATIVES in 2002

♦ Education and Awareness

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

(No activity)
• Implement and maintain awareness programs in schools from an early stage (i.e., kindergarten through Grade 12) with appropriately targeted messaging.

New Brunswick has maintained the program "The Ride Home… The Choice is Yours" which consists of posters and a Christmas card campaign sponsored by the Department of Public Safety, the New Brunswick Safety Council and the law enforcement agencies of New Brunswick.

Students involved in T.A.D.D. (Teens Against Drinking and Driving), or other such school programs participate in activities with law enforcement agencies such as the distribution of Christmas cards at police enforcement blitzes such as "Checkstops".

• Highlight the costs associated with drinking and driving.

The New Brunswick Injury Prevention Coalition (NBIPC) is in the process of establishing a Trauma Registry in the provincial health regions which will provide valuable information on the number of injuries sustained in motor vehicle collisions and their related cost.

• Target/personalize educational campaigns for different audiences.

As part of the Healthy Active Living Program for Seniors, a driver training component is offered to seniors groups dealing with various driver training issues including the interaction between drugs when operating a motor vehicle.

• Other

   (None)

♦ Role of Policing

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

   (No activity)

• Streamline procedures for processing drinking drivers.

   (No activity)
• Encourage officers to lay more criminal charges rather than 24-hour suspensions.
  (No activity)

• Lobby for increased police resources to help increase the perceived risk of apprehension.
  (No activity)

• Encourage police to use passive sensors as an aid for investigating drinking drivers.
  New Brunswick has encouraged police to use passive sensors.

• Other
  (None)

♦ Policy / Legislative Initiatives

• Record and track roadside administrative license suspensions on the driver record.
  (No activity)

• Make it an offence to refuse a Field Sobriety Test.
  (No activity)

• Introduce escalating sanctions based on BAC level to provincial regulations.
  (No activity)

• Widen the search (look-back) window for drinking and driving sanctions to 10 years.
  (No activity)

• Introduce reduced BAC thresholds for multiple offenders.
(No activity)

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

(No activity)

♦ **Health Promotion**

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

(No activity)

- **Other**

(No activity)

♦ **Linkages**

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

The chairperson of the New Brunswick Injury Prevention Coalition (NBIPC) sits on the New Brunswick Highway Safety Committee. The NBIPC has started a Trauma Registry in all of the province's health regions which should give valuable information on the injuries sustained as a result of impaired driving collisions. The Department of Public Safety has a representative on the NBIPC.

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

Representatives from both the RCMP and municipal police forces sit on the New Brunswick Highway Safety Committee which meets monthly to review the action plan contained in the strategy to meet Road Safety Vision 2010 targets.
Other Activities

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

(None)

THE ALCOHOL-CRASH PROBLEM

ALCOHOL-RELATED FATALITIES

- Alcohol Use Among Fatally Injured Drivers
  - The percent of fatally injured drivers who had been drinking increased by 14.9%, from 47% in the baseline period (1990-1995) to 54% in 2001.
  - In 2001, 54% of fatally injured drivers had been drinking, and among these drivers 74% had BACs in excess of the legal limit (80 mg%).
  - Of the estimated 31 fatally injured drinking drivers, 23 had a BAC in excess of the legal limit.

- Alcohol Involvement in Motor Vehicle Fatalities
  - The percent of fatalities involving a drinking driver decreased by 7.9%, from 38% in 1995 to 35% in 2001.
  - The estimated numbers of persons killed in traffic crashes involving a drinking driver decreased by 21.4%, from 42 in 1995 to 33 in 2001.

ALCOHOL-RELATED SERIOUS INJURIES

- The percent of drivers in serious injury crashes that involved alcohol dropped by 6.9%, from 29% in 1995 to 27% in 2001.
Percent of Fatally Injured Drivers Positive for Alcohol: New Brunswick, 1990-2001

BACs Among Fatally Injured Drivers: New Brunswick, 2001

* numbers are estimates based on the BAC distribution of drivers tested for alcohol
Number* and Percent of Motor Vehicle Fatalities**
Involving a Drinking Driver: New Brunswick, 1995-2001

Percent of All Drivers in Serious Injury Crashes that Involved Alcohol*: New Brunswick, 1995-2001

* estimates based on percent of fatalities for which information was available to determine alcohol use
** only on public roadways involving principal vehicle types

* single vehicle nighttime crashes (SVN) as well as non-SVN crashes that have police-reported alcohol involvement
STRID 2001: IMPAIRED DRIVING INITIATIVES: 2001

♦ Enforcement and Awareness

- Enforcement initiatives in Nova Scotia included checkpoints by police forces. “Don’t Drink and Drive” business cards were handed out at the checkpoints. The enforcement program also included RCMP involvement in “Operation Pipeline”, where checks were conducted for drugs as well as alcohol.

- A “Drive to Arrive” radio and print ad campaign was launched in the summer of 2001.

- “Mothers Against Drunk Driving/MADD” organized an awareness campaign that included the white crosses program and the ribbon campaign. The Road Safety Advisory Committee worked with MADD Canada on a number of new initiatives in the fight against impaired driving.

♦ Legislation

- Amendments in 1999 introduced longer licence suspensions on second and subsequent offenses. A first offence remains at one year, a second offense increases to 3 years, a third to a minimum of ten years, and fourth offence results in lifetime suspension. The evaluation time frame is also increased from 5 years to 10 years.

- Since December 1999, drunk driving offenders convicted of criminal negligence causing death lose their licence for 5 years. Second time offenders lose their licence indefinitely (minimum of 10 years).

♦ Communications

- In Nova Scotia, STRID is being indirectly promoted through the Alcohol Countermeasures subcommittee of the Road Safety Advisory committee’s business/strategic plan which is being presented to the Deputy Minister for review and approval.
OTHER ELEMENTS

♦ Education

- A mandatory server training program has been in place since January 1995.

- In 1997, the Road Safety Advisory Committee was established. Members include the following: Government of Nova Scotia (Department of Transportation and Public Works, Department of Justice, Service Nova Scotia and Municipal Relations), Nova Scotia Safety Council, as well as municipal police departments, RCMP, municipal governments, and the insurance industry.

- In Nova Scotia in 2000, police forces were informed about the impaired driving legislation changes that included 24-hour roadside suspension, three month administrative suspension, and a requirement to take a 1st or 2nd offenders program even if not convicted of the charge. Educational campaigns could increase with the adoption of the Road Safety Advisory Committee’s business plan on road safety. Written communication was also forwarded to provincial drug dependency stakeholders.

♦ Legislation

- Administrative Licence Suspension was introduced in June 1995. If a person is charged with being over the legal limit or refuses to give a breath/blood test, the police issues a 7 day temporary licence and revokes the regular licence, issuing the driver a notice of a “three month suspension”. If the driver does not hold a valid driver’s licence, he or she is immediately suspended.

- Legislation was implemented in December 1999 that institutes a 24-hour roadside suspension program for drivers being stopped with a BAC level of 0.05 and higher. Vehicles may be immediately removed and stored.
• Drivers under the Graduated Driver Licence program (1994) must have a 0% BAC level and if convicted under the Motor Vehicle Act are suspended for a 6-month period, and must start the GDL period over.

• In Nova Scotia, alcohol-ignition interlocks are currently being reviewed by the Alcohol Countermeasures Subcommittee that reports to the Road Safety Advisory Committee and Service Nova Scotia and Municipal Relations Road Safety Progress Division. Police agencies are continually upgrading breathalyser devices. Vehicle Impoundment is legislated but not proclaimed as further study of legislation and departmental administration is required.

♦ Assessment and Rehabilitation

• A mandatory assessment program has been implemented since July 1984. The “Drug Dependency Program” is a three-day course where applicants are instructed in the dangers of alcohol and assessed to see if there is a drinking problem. In such cases, additional assessment is ordered before licences are re-issued.

• As of August 1, 2001, a new alcohol assessment program has been in effect in Nova Scotia.

• Service Nova Scotia and Municipal Relations have drafted new alcohol reinstatement requirements for individuals convicted of any alcohol offence or administrative licence suspension. This will require successful completion of an intervention program based upon the individual's degree of substance abuse.

**STRID 2010: IMPAIRED DRIVING INITIATIVES IN 2002**

♦ Education and Awareness

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

In Nova Scotia, this has been done through correspondence to agencies on any new legislation and initiatives as well as the involvement of stakeholders through the Provincial Road Safety Advisory Committee.
• **Implement and maintain awareness programs in schools from an early stage (i.e., kindergarten through Grade 12) with appropriately targeted messaging.**

Material has been mailed out to schools on drinking and driving issues. Smashed magazines were mailed to high schools in the province and an additional 3,400 copies were sent to the RCMP for distribution to interested groups.

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

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

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

In Nova Scotia, they have been helping the police with drinking and driving campaigns, press releases and handout material.

• **Other**

Updated forms and written correspondence is sent to all policing agencies as new legislation or regulation becomes enacted.

♦ **Role of Policing**

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

The RCMP has one member trained in the DRE area.

• **Streamline procedures for processing drinking drivers.**

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

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

No statistical information has been compiled.
• Lobby for increased police resources to help increase the perceived risk of apprehension.

This initiative is of low priority and still in the discussion stage.

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

This initiative is of low priority and still in the discussion stage.

• Other

No other activities are underway.

♦ Policy/Legislative Initiatives

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

(No activity)

• Make it an offence to refuse a Field Sobriety Test.

This initiative is of low priority and still in the discussion stage.

• Introduce escalating sanctions based on BAC level to provincial regulations.

This initiative is of low priority and still in the discussion stage.

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

This legislation is already in place in Nova Scotia.

• Introduce reduced BAC thresholds for multiple offenders.

This initiative is of low priority and still in the discussion stage.
• Take advantage of any technological innovations for enforcing drinking and driving.

Such innovations are left to the police agencies as part of their operation in the province.

♦ Health Promotion

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

These programs are currently in legislation under the provincial Motor Vehicle Act.

• Other

Refusal of screening device testing is legislated in the Motor Vehicle Act in reference to the Criminal Code.

♦ Linkages

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

 Representatives from other agencies are currently involved through representation on the Road Safety Advisory Committee. There is also involvement through the Medical Records Section and Addiction Services.

• Linkages with the enforcement and justice communities should be strengthened.

A Provincial Alcohol Countermeasures and Traffic Enforcement Committee was established as a sub-committee of the Road Safety Advisory Committee. The committee is comprised of officials from law enforcement agencies and the Department of Justice, and is designed to coordinate strategic enforcement initiatives in Nova Scotia.
Other Activities

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

The RCMP performed an alcohol blitz on August 16-17, 2002 at 43 strategic checkpoints. Approximately 85% of the locations were rural and 3,700 vehicles were checked at the sites.

THE ALCOHOL-CRASH PROBLEM

ALCOHOL-RELATED FATALITIES

- Alcohol Use Among Fatally Injured Drivers
  - The percent of fatally injured drivers who had been drinking decreased by 10%, from 50% in the baseline period (1990-1995) to 45% in 2001.
  
  - In 2001, 45% of all fatally injured drivers had been drinking, and among these drivers 80% had BACs in excess of the legal limit (80 mg%).
  
  - Of the estimated 25 fatally injured drinking drivers, 20 had a BAC in excess of the legal limit.

- Alcohol Involvement in Motor Vehicle Fatalities
  - The percent of fatalities involving a drinking driver has decreased by 23.5%, from 51% in 1995 to 39% in 2001.
  
  - The estimated numbers of persons killed in traffic crashes involving a drinking driver decreased by 46.4%, from 56 in 1995 to 30 in 2001.

ALCOHOL-RELATED SERIOUS INJURIES

- The percent of drivers in serious injury crashes that involved alcohol increased by 33.3%, from 18% in 1995 to 24% in 2001.

BACs Among Fatally Injured Drivers: Nova Scotia, 2001

* numbers are estimates based on the BAC distribution of drivers tested for alcohol
Number* and Percent of Motor Vehicle Fatalities**

* estimates based on percent of fatalities for which information was available to determine alcohol use

** only on public roadways involving principal vehicle types

Percent of All Drivers in Serious Injury Crashes that Involved Alcohol*: Nova Scotia, 1995-2001

* single vehicle nighttime crashes (SVN) as well as non-SVN crashes that have police-reported alcohol involvement
PRINCE EDWARD ISLAND

STRID 2001: IMPAIRED DRIVING INITIATIVES in 2001

CORE ELEMENTS

♦ Enforcement and Awareness

• The 1999 Christmas and New Year holiday campaigns in Prince Edward Island were supported by public service announcements aired on CBC television. Highway safety personnel and members of the RCMP participated in these CBC-produced advertisements.

• Roadchecks and television advertisements were planned for 2000.

• High school graduation spring awareness campaigns were continued in 2000.

♦ Legislation

• The minimum license suspension program in Prince Edward Island is 1, 2, and 3 years for the first, second and third or subsequent offence. These suspension periods are currently under legislative consideration.

♦ Communications

• A communication plan to promote and increase the visibility of STRID was developed in 1998.

OTHER ELEMENTS

♦ Education

• A server training program as a condition of restaurants and bars maintaining their liquor licence has been in place since 1994. The provincial liquor licensing authority is reviewing this program.
During 1999, efforts were made to inform and educate the police, crown prosecutors and the judiciary about the severity of the impaired driving problem.

A provincial SADD (Students Against Impaired Driving) coordinator has been hired to promote and support SADD student leaders in all high schools across Prince Edward Island. This program has been effective in educating students of the risks of impaired driving and the legal implications.

**Legislation**

- An Administrative Driving Prohibition (ADP) program has been in place since June 1997. If the driver is over the legal limit of 0.08 or refuses a breath sample, the police officer applies an ADP, which becomes effective seven days after that date. The driver may, within those seven days, apply to the Registrar of Motor Vehicles for a review. A police officer may also apply an ADP to a driver under the age of 19 with a blood alcohol concentration over 0.05.

- Vehicle-based sanctions have been in place since June 1997. If a person is charged with impaired driving and is at the time prohibited from driving by reason of a previous impaired driving conviction, the vehicle is impounded for 30 days. This sanction increases to 60 days for a second offence. There is no right to an appeal.

- Alcohol ignition interlocks are currently under consideration in Prince Edward Island.

- Prince Edward Island has changed the forms used to notify drivers of administrative licence suspension and improved the notification for an appeal. The changes were the result of a judicial review.

**Assessment and Rehabilitation**

- Legislation introduced in June 1997 included an amendment to the Highway Traffic Act that requires all drivers convicted of two or more impaired driving offences to have an alcohol assessment and undergo treatment.
STRID 2010: IMPAIRED DRIVING INITIATIVES in 2002

♦ Education and Awareness

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

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

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

  SADD (Students against drinking & driving)
  All High Schools in the Province

  Liquor Bag Project
  All Elementary Schools

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

  In Prince Edward Island, this was accomplished by summer advertising that included the cost of an impaired driver.

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

  (Yes)

• Other

  (None)

♦ Role of Policing

• *Train and encourage more police officers to develop Drug Recognition Experts (DREs) and more use of the Field Sobriety Tests (FSTs).*
• **Streamline procedures for processing drinking drivers.**

  Such an initiative for Prince Edward Island is presently under discussion.

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

  (No activity)

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

  RCMP traffic services
  2010 Safety targets
  two vehicle
  Increase dedicated traffic units

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

  The use of passive sensors is under discussion and consideration.

• **Other**

  A more aggressive stop check program is being encouraged.

♦ **Policy/Legislative Initiatives**

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

  Twenty four hour suspension and administrative licence suspensions are currently recorded on the driving record.

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

  (No activity)
• **Introduce escalating sanctions based on BAC level to provincial regulations.**

  Introducing escalating sanctions is presently under discussion.

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

  Legislation was passed in 2002 but Royal Assent is pending.

• **Introduce reduced BAC thresholds for multiple offenders.**

  (No activity)

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

  The use of passive sensors is being revisited.

♦ **Health Promotion**

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

  Such programs are already in place in Prince Edward Island.

• **Other**

  (None)

♦ **Linkages**

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

  Stakeholder groups working together are the Provincial Impaired Driving Committee and the Injury Prevention Work Group.
• Linkages with the enforcement and justice communities should be strengthened.

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

♦ Other Activities

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

(No activity)

THE ALCOHOL-CRASH PROBLEM*

ALCOHOL-RELATED FATALITIES

♦ Alcohol Use Among Fatally Injured Drivers

• The percent of fatally injured drivers who had been drinking decreased by 21.4%, from 42% in the baseline period (1990-1995) to 33% in 2001.

• In 2001, two fatally injured drivers (33%) had been drinking, and both persons had BACs in excess of the legal limit (80 mg%).

♦ Alcohol Involvement in Motor Vehicle Fatalities

• The percent of fatalities involving a drinking driver has decreased by 16.1%, from 56% in 1995 to 47% in 2001.

• The estimated numbers of persons killed in traffic crashes involving a drinking driver have decreased by 22.2%, from nine in 1995 to seven in 2001.

* Results for Prince Edward Island must be interpreted with caution because of the small number of fatalities and serious injuries.
ALCOHOL-RELATED SERIOUS INJURIES

- The percent of drivers in serious injury crashes that involved alcohol increased by 25.0%, from 16% in 1995 to 20% in 2001.

BACs Among Fatally Injured Drivers: Prince Edward Island, 2001

* numbers are estimates based on the BAC distribution of drivers tested for alcohol
Number* and Percent of Motor Vehicle Fatalities**
Involving a Drinking Driver: Prince Edward Island, 1995-2001

Percent of All Drivers Involved in Serious Injury Crashes that Involved Alcohol*: Prince Edward Island, 1995-2001

* estimates based on percent of fatalities for which information was available to determine alcohol use
** only on public roadways involving principal vehicle types

* single vehicle nighttime crashes (SVN) as well as non-SVN crashes that have police-reported alcohol involvement
NEWFOUNDLAND

STRID 2001: IMPAIRED DRIVING INITIATIVES in 2001

CORE ELEMENTS

♦ Enforcement and Awareness

- Checkstops and a radio campaign continued for the 2000 holiday season in Newfoundland. The RCMP and the Royal Newfoundland Constabulary conduct STEP and random checkstops year-round.

♦ Legislation

- A minimum licence suspension program of 1, 2, and 3 years for the first, second, and third or subsequent convictions has been in place since January 1995. These suspension periods are currently under study. Ignition interlock, 90 day administrative licence suspensions, vehicle impoundment and increasing the search length for counting previous impaired driving convictions under the Criminal Code from five years to ten years are also being considered.

- The Graduated Drivers Licensing System was put in effect on January 1, 1999. In both levels of the Novice Driver’s phase, the driver must not have any alcohol in their bodies when operating a motor vehicle. The driver accompanying the novice driver must not have a BAC in excess of .05.

♦ Communications

- In 1998, brochures were distributed as part of an awareness campaign.

OTHER ELEMENTS

♦ Education

- Server training programs are voluntary.
Activities in 2000 included educational campaigns on Labour Day and Victoria Day.

**Legislation**

- A 24-hour administrative licence suspension for all drivers tested with a BAC higher than 0.05 came into effect in January 1995.

**Assessment and Rehabilitation**

- Mandatory assessment and treatment was introduced in January 1995. Drivers who accumulate 3 or 4 Highway Traffic Act infractions (BAC > 0.05, 24-hour licence suspension) must submit to a 4-hour alcohol education course. The same applies on the first Criminal Code offence (BAC > 0.08). Drivers who accumulate 5 or more HTA infractions (BAC > 0.05, 24-hour licence suspension) must undergo an alcohol assessment and rehabilitation program. This applies as well on the second Criminal Code offence (BAC > 0.08).

**STRID 2010: IMPAIRED DRIVING INITIATIVES in 2002**

**Education and Awareness**

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

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

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

  (No activity)

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

  The direct and indirect costs of drinking and driving have been conveyed by means of radio advertising.
• Target/personalize educational campaigns for different audiences.

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

• Other

(No activity)

♦ Role of Policing

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

The RCMP is working on this project as part of an initiative that covers the Atlantic region as a whole.

• Streamline procedures for processing drinking drivers.

(No activity)

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

(No activity)

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

(No activity)

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

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

• Other

(No activity)
Policy/Legislative Initiatives

- Record and track roadside administrative license suspensions on the driver record.
  (No activity)

- Make it an offence to refuse a Field Sobriety Test.
  (No activity)

- Introduce escalating sanctions based on BAC level to provincial regulations.
  (No activity)

- Widen the search (look-back) window for drinking and driving sanctions to 10 years.
  This is currently under review with other legislation.

- Introduce reduced BAC thresholds for multiple offenders.
  (No activity)

- Take advantage of any technological innovations for enforcing drinking and driving.
  (No activity)

Health Promotion

- Introduce mandatory assessment/rehabilitation programs and a timely follow up.
  Such a program is already in place in Newfoundland.

- Other
  (None)
Linkages

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

  The medical section has been involved.

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

  In Newfoundland, the linkages are a continuous process.

Other Activities

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

  There are ongoing committees and meetings working on impaired driving legislation and changes to streamline the process.

THE ALCOHOL-CRASH PROBLEM

ALCOHOL-RELATED FATALITIES

Alcohol Use Among Fatally Injured Drivers

- The percent of fatally injured drivers who had been drinking decreased by 16.1%, from 56% in the baseline period (1990-1995) to 47% in 2001.

- In 2001, 47% of all fatally injured drivers had been drinking, and among these drivers 63% had BACs in excess of the legal limit (80 mg%).

- Of the estimated eight fatally injured drinking drivers, five had a BAC in excess of the legal limit.
♦ Alcohol Involvement in Motor Vehicle Fatalities

- The percent of fatalities involving a drinking driver decreased by 6%, from 36% in 1995 to 34% in 2001.

- The estimated numbers of persons dying from traffic crashes involving a drinking driver increased 20% from 10 in 1995 to 12 in 2001.

ALCOHOL-RELATED SERIOUS INJURIES

- The percent of drivers in serious injury crashes that involved alcohol decreased by 21.7%, from 23% in 1995 to 18% in 2001.
Percent of Fatally Injured Drivers Positive for Alcohol: Newfoundland, 1990-2001

BACs Among Fatally Injured Drivers: Newfoundland, 2001

* numbers are estimates based on the BAC distribution of drivers tested for alcohol
Number* and Percent of Motor Vehicle Fatalities** Involving a Drinking Driver: Newfoundland, 1995-2001

* estimates based on percent of fatalities for which information was available to determine alcohol use

** only on public roadways involving principal vehicle types

Percent of All Drivers Involved in Serious Injury Crashes that Involved Alcohol*: Newfoundland, 1995-2001

* single vehicle nighttime crashes (SVN) as well as non-SVN crashes that have police-reported alcohol involvement
CORE ELEMENTS

♦ Enforcement and Awareness

- An extensive drinking and driving awareness campaign continued in 2000 including public service announcements, posters, television and newspaper advertisements. This awareness campaign ran over the holiday season and long weekends. An awareness campaign was also designed to complement the public consultation program that began in April 1998. Enforcement agencies conducted STEP campaigns over the Christmas season and at various times during the year.

- The Northwest Territories hosted the National CYAID (Canadian Youth Against Impaired Driving) Conference in Yellowknife in 2001 and the Department of Transportation conducted workshops and an awareness campaign.

♦ Legislation

- In July 1999, Federal Bill C82, the amendment to the Criminal Code of Canada that increases the driving prohibition period, effectively increases the minimum suspension period in the Northwest Territories to one year for a first offence, 2 years for a second offence and 3 years for any subsequent offence. A legislative proposal is currently before cabinet.

♦ Communications

- The promotion of STRID continued in 2000 with various Public Service Announcements (i.e., newsprint, radio, cable TV Revue Channel). Groups such as SADD also receive sponsorship from the Department of Transportation to promote STRID.
OTHER ELEMENTS

♦ Education

• A server training program, administered by the Northwest Territories Liquor Commission, is in place. However, the implementation of this program does not appear to be a mandatory condition of restaurants and bars retaining their liquor licence.

• A consultation process with the police and judiciary was initiated in 1998. In addition, schools, addiction groups and other interest groups were specifically targeted with the public consultation program.

♦ Legislation

• Changes to the Criminal Code of Canada are reflected in the longer driver licence suspension periods.

• There is a legislative proposal before the Cabinet dealing with all of the STRID recommendations.

♦ Assessment and Rehabilitation

• No mandatory assessment and treatment for drinking-driving offenders has been introduced.

STRID 2010: IMPAIRED DRIVING INITIATIVES in 2002

♦ Education and Awareness

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

  (No activity)

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

  (No activity)
• Highlight the costs associated with drinking and driving.
   (No activity)

• Target/personalize educational campaigns for different audiences.
   (No activity)

• Other
   (None)

♦ Role of Policing

• Train and encourage more police officers to develop Drug Recognition Experts (DREs) and more use of the Field Sobriety Tests (FSTs).
   (No activity)

• Streamline procedures for processing drinking drivers.
   (No activity)

• Encourage officers to lay more criminal charges rather than 24-hour suspensions.
   (No activity)

• Lobby for increased police resources to help increase the perceived risk of apprehension.
   (No activity)

• Encourage police to use passive sensors as an aid for investigating drinking drivers.
   (No activity)

• Other
   (None)
♦ Policy/Legislative Initiatives

- Record and track roadside administrative license suspensions on the driver record.
  (No activity)

- Make it an offence to refuse a Field Sobriety Test.
  (No activity)

- Introduce escalating sanctions based on BAC level to provincial regulations.
  (No activity)

- Widen the search (look-back) window for drinking and driving sanctions to 10 years.
  (No activity)

- Introduce reduced BAC thresholds for multiple offenders.
  (No activity)

- Take advantage of any technological innovations for enforcing drinking and driving.
  (No activity)

♦ Health Promotion

- Introduce mandatory assessment/rehabilitation programs and a timely follow up.
  (No activity)

- Other
  (None)
♦ Linkages

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

  (No activity)

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

  (No activity)

♦ Other Activities

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

New legislation is being proposed to combat drinking and driving. If passed, this legislation will come into force in January 2004. The new legislation includes administrative licence suspensions in which drivers could lose their licence from 24 hours to 90 days, depending on the amount of alcohol in the person’s blood, whether the person is a novice driver or has been subject to a previous suspension or disqualification.

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

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

The proposed legislation also provides for a 30-day seizure of a motor vehicle that is driven by a person who is disqualified from driving because of a drinking-driving related Criminal Code conviction.
THE ALCOHOL-CRASH PROBLEM

Since the number of drivers involved in serious injury crashes in the Northwest Territories and Nunavut is small, the crash data for these two jurisdictions have been aggregated.

In 2001 in the Northwest Territories and Nunavut, there were only five fatalities, and of these only two were drivers of highway vehicles. Due to the small number of fatalities, no figures on alcohol-related fatalities are presented for these jurisdictions.

Given that there are considerably more drivers involved in serious injury crashes, it is possible to estimate alcohol involvement in these crashes.

- The percent of drivers in serious injury crashes that involved alcohol decreased by 44.6%, from 65% in 1995 to 36% in 2001.

Percent of All Drivers in Serious Injury Crashes that Involved Alcohol*: Northwest Territories and Nunavut, 1995-2001

* single vehicle nighttime crashes (SVN) as well as non-SVN crashes that have police-reported alcohol involvement
STRID 2001: IMPAIRED DRIVING INITIATIVES in 2001

Although Nunavut did not become a separate entity from the Northwest Territories until April 1, 1999, no independent programs were reported to have been in place during this survey period.

STRID 2010: IMPAIRED DRIVING INITIATIVES in 2002

♦ Education and Awareness

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

  Motor Vehicles Division managers have had adhoc meetings with the RCMP V Division in Iqaluit to discuss various road safety issues and strategies.

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

  Nunavut participated in the CARSP (Canadian Association of Road Safety Professionals) initiative (i.e.- the National Booster Seat Colouring Contest) and will participate in future campaigns as well as initiate its own campaigns. Nunavut will be represented at the CARSP 2003 National Booster Seat Colouring Contest and has already sought new ideas for the 2003 contest.

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

  At this time, the message has been passed on by word of mouth as there is not a structured campaign.
• Target/personalize educational campaigns for different audiences.

At this time, the message has been passed on by word of mouth as there is not a structured campaign.

• Other

(None)

♦ Role of Policing

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

Nunavut does not have the resources to provide such training.

• Streamline procedures for processing drinking drivers.

The procedures are to be reviewed.

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

The procedures are to be reviewed.

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

Some additional members were approved in 2002.

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

(No activity)

• Other

(None)
♦ Policy/Legislative Initiatives

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

  This should be considered in a forthcoming legislative review.

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

  This should be considered in a forthcoming legislative review.

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

  This should be considered in a forthcoming legislative review.

• *Introduce reduced BAC thresholds for multiple offenders.*

  This should be considered in a forthcoming legislative review.

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

  These will be considered, if practical in Nunavut (given the extremely low density of population).

♦ Health Promotion

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

  This should be considered in a forthcoming legislative review.

• Other

  (None)
♦ Linkages

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

Nunavut will try to activate elements of STRID if and when resources are available.

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

The Motor Vehicles Division has a MOV with V Division of the RMCP to go along with the Nunavut Police Agreement administered by the Department of Justice. Among other things, it promotes joint participation in road safety awareness promotion. Travelling driver examiners and Motor Vehicles Officers endeavour to meet with the RCMP and By-Law Officers to discuss compliance and enforcement issues.

♦ Other Activities

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

(None)

THE ALCOHOL-CRASH PROBLEM

The number of fatalities and drivers in serious injury crashes in Nunavut is not large enough to warrant reliable statistical analysis. The data for Nunavut have been aggregated with data from the Northwest Territories and these estimates are reported on page 156.
STRID 2001: IMPAIRED DRIVING INITIATIVES in 2001

CORE ELEMENTS

♦ Enforcement and Awareness

- The public education/awareness campaign that started in December 1996 drawing attention to planning to get home safe continued in 1999. The campaign, entitled “Someone is waiting – Plan ahead to get home safe”, depicted a small child waiting at an open door has been used in successive years.

- The RCMP continue to maintain a visible presence outside many of the local drinking establishments in an effort to make patrons think twice before getting into their vehicles and driving after drinking. The RCMP conducted ongoing series of check stops and distributed public education materials to those that were stopped and not charged. The campaign continued during the 2001 Christmas season with additional posters and coasters produced and distributed through the Yukon Liquor Corporation. These promotional materials were made available to the members of the public planning to hold events over the holiday period where liquor would be served.

♦ Legislation

- A minimum licence suspension program has been in place since January 1998. The suspension period for 1st, 2nd and 3rd or more convictions is one year, three years and indefinitely. The record examination period is five years.

♦ Communications

- A communications plan to promote STRID was not implemented to date as individual communications plans have been put in place to address issues arising from ongoing legislative changes.
OTHER ELEMENTS

◆ Education

- Members of the police, judiciary and the crown were introduced to the proposed alcohol ignition interlock program in the Yukon in 2001.

- An educational campaign aimed at boaters, ATV operators and snowmobilers continued in 2001 in the Yukon. New signage was placed in campgrounds warning of the consequences of drinking and driving.

- In 2001, some impaired driving education campaigns were carried out at high school graduations. A series of safe graduation messages were developed and produced by high school students for graduation activities.

- The BARS program (Be A Responsible Server) offered by the Yukon Liquor Corporation is voluntary. Yukon's Liquor Act is under review and some public comment requested making server training mandatory.

◆ Legislation

- The Yukon Motor Vehicles Act amendments include administrative licence suspension which took effect in October 1998. The 90-day Roadside Suspension is issued by the RCMP to drivers who are impaired, refuse to provide a breath or blood sample, or drive while their licence is invalid.

- The act was also amended in late 2000 to allow persons convicted of a first time impaired driving offence to be eligible for licence reinstatement after the 3 month period of disqualification if the person agreed to participate in an alcohol ignition interlock program. It is expected that the program will be implemented in the spring of 2002.

- Yukon implemented a graduated driver licensing program in September 2000. It includes a provision that the driver and licensed person accompanying the driver both have a BAC of 0 mg%.

- Since the Yukon does not have work permits, it is customary for judges to sentence individuals who would need a licence to work to serve their jail time intermittently on weekends.

- The Yukon plans to proclaim a tougher vehicle impoundment law in the spring of 2002. Persons with a BAC two times greater or more than the Criminal Code impaired standard of 80 milligrams of alcohol in 100 milliliters of blood would have their vehicle impounded for double the usual impoundment...
period. For example, a first vehicle impoundment is 30 days. However, a blood alcohol reading of 160 or more would cause the person's vehicle to be impounded for 60 days.

♦ Assessment and Rehabilitation

• No mandatory assessment and treatment for drinking-driving offenders have been introduced.

**STRID 2010: IMPAIRED DRIVING INITIATIVES in 2002**

♦ Education and Awareness

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

  (No activity)

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

  (No activity)

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

  (No activity)

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

  (No activity)

• *Other*  

  (None)
Role of Policing

- Train and encourage more police officers to develop Drug Recognition Experts (DREs) and more use of the Field Sobriety Tests (FSTs).
  
  (No activity)

- Streamline procedures for processing drinking drivers.
  
  (No activity)

- Encourage officers to lay more criminal charges rather than 24-hour suspensions.
  
  (No activity)

- Lobby for increased police resources to help increase the perceived risk of apprehension.
  
  (No activity)

- Encourage police to use passive sensors as an aid for investigating drinking drivers.
  
  (No activity)

- Other
  
  (None)

Policy/Legislative Initiatives

- Record and track roadside administrative license suspensions on the driver record.
  
  Both administrative licence suspensions and 24 hour suspensions are currently recorded on the driving record.

- Make it an offence to refuse a Field Sobriety Test.
  
  (No activity)
• **Introduce escalating sanctions based on BAC level to provincial regulations.**

Vehicles are now impounded for twice the normal period when the driver has a BAC two times higher than the legal limit.

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

(No activity)

• **Introduce reduced BAC thresholds for multiple offenders.**

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

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

(No activity)

♦ **Health Promotion**

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

(No activity)

• **Other**

On Sept 3, 2002 Yukon implemented its Alcohol Ignition Interlock Program.

♦ **Linkages**

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

(No activity)
• **Linkages with the enforcement and justice communities should be strengthened.**

(No activity)

♦ **Other Activities**

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

(None)

**THE ALCOHOL-CRASH PROBLEM**

In 2001 in the Yukon there were only four fatalities, and of these only two were drivers of highway vehicles. Accordingly, due to the small number of fatalities, no figures are provided on alcohol-related fatalities.

Given that there are considerably more drivers involved in injury crashes, it is possible to estimate alcohol involvement in these crashes.

• The percent of drivers in injury crashes that involved alcohol decreased by 26.3%, from 19% in 1995 to 14% in 2001.
Percent of All Drivers in Injury Crashes that Involved Alcohol*: Yukon Territory, 1995-2001

* single vehicle nighttime crashes (SVN) as well as non-SVN crashes that have police-reported alcohol involvement