

**Ontario Provincial Police  
Highway Safety Division  
777 Memorial Avenue  
Orillia ON L3V 7V3**

**Police provinciale de l'Ontario  
Division de la sécurité routière  
777, avenue Memorial  
Orillia ON L3V 7V3**

Tel: (705) 329-6120      Tél. : (705) 329-6120  
Fax: (705) 329-6123      Téléc. : (705) 329-6123

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23 February, 2010

Ms. Valerie Todd  
Projects Manager  
Canadian Council of Motor Transport Administrators  
2323 St. Laurent Boulevard  
Ottawa, ON K1G 4J8

**Re: CCMTA 2009 Police Partnership Award**

As the Director of Provincial Traffic Operations of the OPP Highway Safety Division, it is my pleasure to forward the attached nomination for the 2009 CCMTA Police Partnership Award. This nomination represents a collaborative effort between the OPP and an alliance of organizations working together to improve road safety.

The Impairment Countermeasures Program within the OPP has a strong history of working with members of the scientific community, police and legal professionals as well as community groups. Through technological advances, enforcement and education we are committed to reducing the unnecessary loss of life and injuries to impaired vehicle operations.

Through ongoing efforts we endeavor to contribute towards meeting the goals set out in Canada's Road Safety Vision 2010. To significantly reduce and prevent the deaths, injuries and social costs resulting from motor vehicle crashes specifically focusing on not only on impairment by alcohol but increasing focus and resources on drug impairment.

This CCMTA award nomination hi-lights partnerships between the Ontario Provincial Police, Centre of Forensic Sciences, policing partners and the community. Should this nomination be successful, a representative will be identified to attend the acceptance ceremony in Fredericton, New Brunswick. If any further information is required, please contact either A/S/Sgt Karen Harrington or myself.

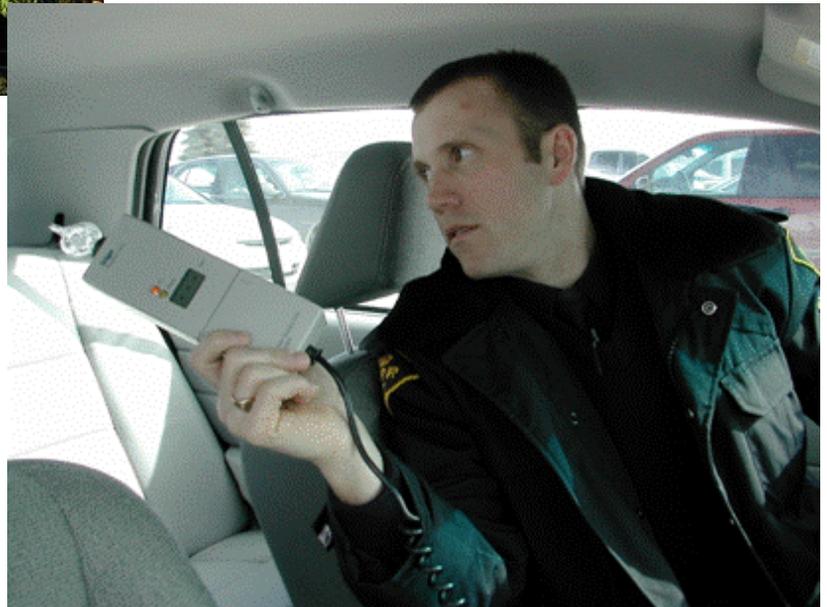
Sincerely

Superintendent Bill Snoddon  
Ontario Provincial Police  
Highway Safety Division

**2009**

**CCMTA Police Partnership Award Nomination**

**Ontario Provincial Police  
Impairment Countermeasures**



**Submitted by: A/S/Sgt Karen Harrington  
OPP - Highway Safety Division**

**Date: February 23, 2010**

## **Background:**

In 2004, the Provincial Traffic Review Project (PTRP) was initiated within the Ontario Provincial Police (OPP) to ensure that “the proper people, in the proper positions, supported by the proper structure were to be the champions of change in the area of traffic safety.” The objective of the PTRP was to ensure that the OPP develop a traffic safety strategy and structure that would ensure that Canada’s Road Safety Vision 2010 targets would be achieved, paying particular attention to the three leading causes of death and injury on Ontario’s highways, trails and waterways.

This CCMTA award nomination outlines the significant focus on Impaired Driving enforcement through the acquisition of technologically advanced equipment, facilitation of increased expertise through training and community partnerships. The overall objective is to save lives, reduce injuries and to make the roads in Ontario safer for the public while fostering interagency and public partnerships.

## **Current Status of OPP**

Many families in Ontario have been impacted by tragedies as a result of an impaired driver on the province’s highways, trails and waterways. Police reports, statistical data, media coverage and stringent legislation do not address the tremendous loss suffered by the family members of the victims. Drinking and driving is the leading cause of death in Canada due to a criminal act. The OPP is constantly striving to identify ways to improve the detection and apprehension of alcohol and drug impaired drivers. The unnecessary loss of lives as well as preventable injuries has negatively impacted society and has created a strong case for action.

In January 2007, the Provincial Command for Traffic Safety was created within the structure of the OPP commensurate with the seriousness of traffic safety issues in Ontario. The structure complemented the Highway Safety Division mission statement, “*Saving lives on Ontario’s highways, trails and waterways through Professionalism, Leadership and Visibility.*” as well as RSV2010 strategies and targets. Commissioner Fantino challenged the members of Highway Safety Division to develop long-term, sustainable, robust, intelligence-led approaches to traffic safety. This resulted in the development and implementation of the Provincial Traffic Safety Program (PTSP). Initiatives under the PTSP address high-risk behaviours involving occupant restraint, impaired driving and aggressive driving. The approach ensures a unified methodology focused on reducing injuries and saving lives, 24 hours a day, 7 days a week, 365 days a year. The PTSP represents a return to basic, well-proven measures that, when applied on a consistent, province-wide basis will dramatically impact serious injury collisions and fatalities.

In July 2008, amendments to the Criminal Code of Canada, Bill C-2 (Tackling Violent Crimes Act), came into force calling for certain evidentiary standards for breath testing instrumentation. With new technology emerging the OPP identified the need and opportunity to update breath testing equipment. At that time the OPP had 175 instruments deployed throughout the province with a significant number being the Borkenstien Breathalyzer models, which were first introduced in 1965. The remainder being the Intoxilyzer 5000C, which began replacing the Breathalyzer in 1994, was no longer being manufactured. A number of municipal policing partners were also identified as having the older technology. The replacement of these units was a daunting task with equipment procurement and significant training implications. The OPP worked with the expert staff at Centre of Forensic Sciences to test and assess new equipment to ensure a full analysis of the instrument capabilities and quality of evidence derived. Consultations with the Ministry of the Attorney General were then pursued to ensure the approval of the instrument for use in the effective enforcement of the Criminal Code of Canada. The ability to provide for a second breath test on a separate device at the roadside was also identified as a challenge to ensuring the effective enforcement of impaired driving legislation.

It was apparent that the introduction of the new breath testing instrumentation would require significant upgrading for available Breath Technicians to be qualified to operate the new device. The Toxicology Section of the Centre of Forensic Sciences (CFS) maintains the course training standards for Breath Alcohol Personnel Training with 3 scientists assigned to their unit and an additional 12 scientist outside the unit who assist with training. Two OPP members were assigned to work full-time with the CFS and additional OPP member was identified to assist with the increased training needs of Ontario's police services. Both CFS and OPP staff worked together to deliver the required training to police officers throughout Ontario.

Beyond the OPP's commitment to strictly enforce drinking and driving legislation is the commitment to promote road safety through public education. The Impairment Countermeasures Program has endeavoured to strengthen their relationships with "Arrive Alive, Drive Sober", "M.A.D.D." and other community interest groups. By providing statistical updates, issuing joint press releases, staffing displays at numerous events and functions the OPP works with community and highway safety partners in promoting the safety message that drinking and driving don't mix. The OPP is a planning partner for the "Arrive Alive Countermeasures Conference" assisting with the identification of presenters and logistics. Through these and other working groups significant consultations are facilitated with members of the Ministry of Transportation, the Liquor Control Board of Ontario and Municipal governments to name a few.

Bill C-2 amendments also provided a strengthened enforcement tool for police aimed at drug impairment driving offences. The OPP Drug Recognition Program was in it's infancy in 2008. With significant collaboration with the Royal Canadian Mounted Police (RCMP), York Regional Police and Waterloo Regional Police the development of the

Drug Recognition Expert (DRE) and Standard Field Sobriety Testing (SFST) components including policy and procedure documents, recertification processes as well as new demand/caution cards for frontline officers were realized.

**Results:**

In May 2009 the OPP deployed 245 Intoxilyzer 8000C breath testing instruments throughout Ontario. They were immediately put into service as the training for the new equipment had been underway since January. Of the approximately 750 qualified Breath Technicians within the OPP a total of 660 were converted to the new instrument as well as approximately 100 municipal police officers by the conclusion of 2009. In addition the first new Breath Technician Course was hosted by the OPP at their Academy where 24 officers (14 OPP & 10 Municipal officers) received their designation.

A review of the allocation of Roadside Screening Devices was undertaken by the OPP to ensure the legislative requirement to screen a second sample on a separate device could be met. In January 2009 over 60 Alcotest units were distributed to Detachments providing front line members access to 185 devices. By October, a detailed review of the device allocations was completed and a commitment to purchase over 120 additional roadside screening devices was made to ensure an effective response to impairment investigations.

While there has been decreases in the number of fatal collisions and persons killed over the last 5 years the contributing factor of alcohol involvement continues to comprise as significant percentage of reported fatal collisions. In 2009, the OPP investigated 51 fatal collisions that identified alcohol involvement/impaired driving. This is a reduction of 7% over a five year average (2004 – 2008).

	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Fatal Collisions	416	382	386	395	287	280
Persons Killed	476	445	444	451	322	310
Fatal – Alcohol Involved	60 (14%)	59 (15%)	62 (16%)	72 (18%)	57 (20%)	51 (18%)

In 2009, the OPP laid over one-half million charges (602,595). Impaired, seatbelt and speeding charges accounted for over half of these with the total number of impaired charges totaling 11,333.

In addition to the impaired driving charges that were laid in 2009, the OPP also engages in year-round targeted impaired driving enforcement by stopping the motoring public in R.I.D.E. (Reduce Impaired Driving Everywhere) roadside checks. In 2009, the OPP checked over 2.6 million vehicles during these directed enforcement activities, administered 14,093 roadside breath demands and issued over 1,500 impaired charges.

Vehicles Checked	Roadside Tests	12-hr Suspensions	Admin. Licence Suspensions	Impaired/ Exceed Charges	Failure/Refuse Charges
2,616,048	14,093	3,127	911	1,326	215

The Drug Recognition Program contribution to increased enforcement of the criminal activity of impaired operation of a vehicle has made significant strides. With the assistance of the RCMP and York Regional Police, the OPP hosted its first integrated SFST course at their Academy in November 2009, training 24 officers (19 OPP and 5 Municipal members). The OPP currently has 50 fully trained SFST officers throughout the province. Certification for DRE officers has been facilitated through the International Association of Chiefs of Police with instruction conducted in Pheonix, Arizona. While 31 OPP officers were identified as certified DRE's by the end of 2009, 2 additional members were qualified as instructors.

Community partnerships also figure prominently in the Provincial Drug Recognition Programs strategy to reduced drug impaired driving. Numerous presentations to Secondary School educators and students as well as Crown Attorney's across Ontario have been provided explaining the signs, symptoms and effects of drug use. Collaborations with M.A.D.D. and "Arrive Alive, Drive Sober" have been fruitful and in particular the involvement of O.S.A.I.D. (Ontario Students Against Impaired Driving) has created a direct link to the youth of Ontario.

Statistical data specific to impairment by drug charges is limited, however initial indications support that the OPP is headed in the right direction and significant impacts can be made ultimately saving lives. In 2008, 46 drug impairment charges were laid by OPP officers. During 2009, OPP officers laid 233 charges of impairment by drug marking a 506% increase in enforcement.

Each year in Canada, there are almost 3,000 deaths on our roadways (latest available 2006 figures reported 2,889 fatalities). In 2006, the Province of Ontario reported 769 roadway deaths which accounted for 27% of the national figure. In that same year, the OPP investigated 456 roadway fatalities therefore accounting for 60% of provincial fatalities or 16% of the national figure. Therefore, any strategy or initiative undertaken by the OPP to reduce death and serious injury on the roadways has a direct effect on provincial and national goals.

## **Conclusion:**

The magnitude of the efforts undertaken to establish the Impairment Countermeasures Program as an effective response to the challenge of tackling impaired driving has been significant. The partnerships and collaboration between the Ontario Provincial Police, the Centre of Forensic Sciences, Federal and Municipal Police Services, Community groups and road safety partners has provided the Province of Ontario and Canada with a sophisticated, highly trained and engaged team of policing professionals. These collaborative efforts have expanded the OPP's ability to provide improved investigative techniques and enforcement opportunities to continue to undertake the challenges of reducing incidents of impaired driving on Ontario's highways, trails and waterways, thus saving lives.

While it is difficult quantify the results of this initiative based on a single year, it is anticipated that the benefits to the citizens of Canada will be realized over a period of time. The Provincial Command for Traffic Safety of the OPP has established a stronger, modernized and focused directive in the Impairment Countermeasures Program. Drawing increased attention to this important road safety issue to its own members, other law enforcement partners and the public at large.