



CCMTA Public Opinion Survey of Drugs and Driving in Canada

SUMMARY REPORT

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1.0 Executive Summary

Background

Drug impaired driving is a growing road safety problem in Canada and other countries. In order to address this problem, the Canadian Council of Motor Transport Administrators has developed a strategic action plan in order to address this issue. One of the priority actions is the development of materials that can be used in awareness and education campaigns in Canada. In order to assist in the development of these materials, a national public opinion survey was conducted.

Objective of Survey

This survey addresses the public's awareness of the drugged driving problem, perception of its nature, knowledge about legislation related to drug impaired driving, attitudes toward drug impaired driving and measures to deter it, and self-reported driving after the use of alcohol and/or drugs. The results of the survey will help identify the target groups for the awareness campaign and the messages that might resonate with these target groups.

Methods

A total of 1,500 licensed Canadians who had driven in the previous 30 days participated in the survey in November 2012. Half of them were interviewed by telephone using Random Digit Dialing (RDD) and Computer Assisted Telephone Interviewing (CATI), while the other half were part of an on-line panel recruited by RDD who completed the survey on the internet. Both land line and cell phone numbers were used. The sample was regionally based so that comparisons could be made across the country. The response rate was 27%.

Results

About 80% of respondents were very concerned (6 or 7 on 7-point scale) about alcohol impaired driving, higher than street drugs (e.g., cocaine) and driving (67%), or cannabis and driving (58%). While 85% knew that drug impaired driving is a criminal offence, only 16% knew that the licence suspension on conviction is 12 months. The majority (58%) were unsure whether their province/territory has administrative laws dealing with drug impaired driving. While 26% thought alcohol impaired driving had increased during the past five years, 41% thought that driving while impaired by cannabis had increased. About 90% strongly agreed that alcohol impairs driving, but only 68% agreed that cannabis impairs driving. While 64% thought that it was very likely that a driver would be stopped and charged for alcohol impaired driving, only 26% believed this for cannabis. About 16% of drivers said that they had driven after consuming more than one drink in the last 30 days, while this percentage was 9.8% for prescription drugs, 8.6% for non-prescription drugs, 2.4% for cannabis, and less than 1% for street drugs. There was strong support for measures such as an immediate three-day licence suspension for drug impaired drivers (76%) and the requirement that drivers involved in serious collisions to be tested for alcohol and drugs (84%), but not for random testing for drugs (46%).

Conclusions

The results of the survey suggest some target groups for a public awareness campaign (e.g., young drivers who use cannabis) and the need to raise awareness about the impairing effects of illegal and some medicinal drugs.

2.0 Background

Drug impaired driving is a growing road safety problem in Canada and other countries. In order to address this issue, the Canadian Council of Motor Transport Administrators has developed a five year Drugs and Driving Framework (DDF) and then developed a strategic action plan in order to implement the DDF (Jonah, 2012). One of the priority actions identified is the development of materials that can be used in awareness and education campaigns in Canada order to raise public awareness about the risks of drug impaired driving. In order to assist in the development of these materials (i.e., identify the target groups for campaigns and messages), a national public opinion survey was conducted. In addition, the survey can serve as a baseline measure in order to determine whether awareness/education campaigns have had an impact on the knowledge and perceptions of the general population and specific target groups.

Previous surveys have asked people about drug impaired driving, but these have focussed more specifically on drugs like cannabis. TIRF (2006) found that of the respondents who said that they had used marijuana or hashish during the past 12 months, 2.4% had driven within two hours of using it. A more recent survey by TIRF (Marcoux, et al., 2011) found that of the 21.4% of young drivers (16-24) who had used marijuana or hashish in the past 12 months, 19.7% reported that they had driven a motor vehicle within two hours of using marijuana or hashish. Overall, 4.2% of young drivers surveyed had driven after using cannabis. Of the 5.1% of adults (25+) using marijuana or hashish, 28.8% reported that they have driven a motor vehicle within two hours of using marijuana or hashish. Overall, 1.5% of adults surveyed had driven after using cannabis.

An analysis of Canadian Addiction Survey data collected in 2004 (Beirness and Davis, 2006) indicated that 4.8% of drivers had reported driving after using cannabis, doubling the results of the previous survey, which was conducted in 1989. It was considerably higher for young drivers aged 16-19 (21%). A 2002 survey by the Centre for Addiction and Mental Health (CAMH) of Ontario of drivers 18 years of age and older found that 3% of respondents reported driving after use of cannabis during the 12 months prior to the survey. A 2009 CAMH survey reported that this number had dropped to 1.8%.

The present survey attempted to determine peoples' knowledge, perceptions, attitudes, and behaviour related to driving after using alcohol, cannabis and other street drugs (e.g., cocaine and crystal meth), prescription drugs (e.g., benzodiazepines), and non-prescription drugs (e.g., antihistamines).

3.0 Method

3.1 Sampling

A sample of 1,500 licensed Canadians who had driven in the previous 30 days were interviewed by Nanos Research November 13-20, 2012, either by telephone using Random Digit Dialing (RDD) sampling and Computer Assisted Telephone Interviewing (CATI) or by the use of a Crowdsourcing on-line sample recruited by RDD who completed the survey on the internet. Both land-line and cell phone numbers

were used to interview or recruit people into the panel. A representative sample was surveyed to include all ages, genders, and regions of Canada (British Columbia, Alberta, the North (Yukon/Northwest Territories/Nunavut) the Prairies (Manitoba/Saskatchewan), Ontario, Quebec, Atlantic Canada (New Brunswick/Nova Scotia/Prince Edward Island/Newfoundland and Labrador)). The sample sizes were 230 per region with the exception of the North where it was 120 respondents. The measurement of error nationally was \pm 2.5%, whereas for the regional estimates it was \pm 6.5% with the exception of the North where it was \pm 9.5%.

3.2 Questionnaire

Respondents were asked about:

- their concern about drinking and driving, drugs and driving, and the use of cell phones;
- whether the problem of impaired driving by various substances is getting better, worse, or staying the same;
- beliefs about the impairing effects of alcohol and various drugs on driving;
- their knowledge about the laws dealing with drug impaired driving, both criminal and administrative,
- the perceived likelihood of being stopped and charged by the police for alcohol or drug impaired driving;
- the use of alcohol and other drugs;
- reported driving during the past 30 days after the use of alcohol, cannabis, other street drugs (e.g., cocaine, crystal meth, ecstasy, angel dust), prescription drugs (e.g., pain relievers, tranquilizers, sedatives, anti-depressants, antihistamines), and non-prescription drugs (e.g., muscle relaxants, sleep aids, decongestants, antihistamines); and
- attitudes to various countermeasures (e.g., suspending drivers using drugs for three days, random drug testing of drivers, testing drivers involved in serious collisions, conducting physical tests of drivers at roadside).

A pilot study of 100 respondents was conducted to ensure that the questions were understood in both English and French. The final questionnaire took about 10 minutes to complete on the phone while those responding on-line could complete it at their leisure. A copy of the final questionnaire used for the survey appears in Appendix A.

3.3 Response Rate

The response rate was 27% overall, being higher for the on-line survey method (37.7%) than for the telephone survey (21.7%). This rate was determined by dividing the total number of in-scope people who were interviewed (i.e., licensed drivers who had driven in the last 30 days) and out of scope people who were willing to participate but were not interviewed (i.e., non-drivers who were not interviewed) by the total number of in-scope responding units plus in-scope non responding units (i.e., mostly refusals on telephone) plus unresolved calls (i.e., mainly busy or no answer). This is the standard measure of response rate in the survey business.

3.4 Weighting of Data

The survey data was weighted to reflect the age and sex distribution of the licensed drivers in Canada as well the number of licensed drivers in each region.

4.0 Results

4.1 Concern about Road Safety Issues

Respondents were asked to indicate the degree of concern they had about a number of road safety issues using a seven-point rating scale. The percentage of respondents who were very concerned (6 or 7 on scale) about each issue is presented nationally and by region in Table 1. It was decided for presentation purposes, that decimals would only be shown for smaller percentages.

Nationally, concern was greatest about driving impaired by alcohol (78%), followed closely by driving while texting on a cell phone (75%). About two-thirds of respondents were very concerned about driving while talking on a cell phone or impaired by street drugs. The majority of people were very concerned about driving while impaired by cannabis (58%) but less than half were very concerned about driving while impaired by prescription drugs (49%) or by non-prescription drugs (36%).

Concern about alcohol impaired driving was somewhat higher in Quebec (86%), as was concern about impaired driving by cannabis (73%) or by other street drugs (70%). Concern about driving while impaired by prescription drugs was higher in British Columbia (53%) and the Atlantic region (53%) but lower in the North (33%) and in the Prairies (40%). Concern about impaired driving by non-prescription drugs was higher in the Atlantic region (42%) but lower in the North (16%). Concern about texting and driving was slightly higher in Quebec (78%), while concern about driving while talking on a cell phone was somewhat higher in the Atlantic (75%) and the North (75%).

Issue	BC	AB	North	Prairies	ON	QC	Atlantic	Canada
DWI by alcohol	78	71	80	73	75	86	81	78
DWI by street drugs	65	64	61	68	66	70	67	67
DWI by cannabis	58	56	49	52	51	73	60	58
DWI by prescription drugs	53	50	33	40	47	52	53	49
DWI by non-prescription drugs	39	33	16	36	36	35	42	36
Driving while texting	72	74	71	73	76	78	73	75
Driving while talking on phone	68	63	75	62	68	66	75	68

The percentage of respondents who were very concerned about the various road safety issues is presented by age and sex in Table 2. Concern about impaired driving by alcohol was highest for those 65 years of age and over (83%) and lowest for those in the 20-24 age group (70%). Those aged 20-24 were also least concerned about cannabis impaired driving (45%), followed by those 16-19 (48%), and those 25-34 (48%). Concern about cannabis impaired driving is lower for those under 35 while concern about driving while impaired by street drugs was lower among the 16-19 age group (58%) than those 55+ (74%). Driving while impaired by prescription drugs was lower among those 16-34 (39-43%) compared to those 55+, and concern about driving impaired by non-prescription drugs was higher for those 65+ (43%) compared to those 25-34 (27%). Generally, concern about driving while impaired by drugs, whether they are illicit or medicinal, was greater for those respondents aged 35 and older.

Concern about driving while texting did not vary much by age; however, concern about talking on cell phones while driving was higher for those 45+.

Female respondents were more concerned than males regarding all the issues, but particularly driving while using a cell phone, driving while impaired by street drugs, and driving while impaired by non-prescription drugs where the differences were greater than ten percentage points.

Table 2 - Percentage of Respondents Very Concerned about Road Safety Issues									
	Age							Sex	
Issue	16-19	20-24	25-34	35-44	45-54	55-64	65+	Male	Female
DWI by alcohol	79	70	77	75	78	80	83	77	84
DWI by street drugs	58	64	62	65	65	74	74	61	72
DWI by cannabis	48	45	48	58	56	65	73	54	62
DWI by prescription drugs	39	41	43	52	48	54	57	46	53
DWI by non-prescription drugs	35	34	27	39	38	36	43	31	42
Driving while texting	76	76	74	74	73	76	78	72	79
Driving while on cell phone	63	53	67	64	70	73	73	60	75

4.2 Perceived Change in Impaired Driving

Respondents were asked whether they thought that the frequency of impaired driving by alcohol, cannabis, other street drugs, prescription drugs, and non-prescription drugs had increased, decreased, or stayed the same over the past five years. The percentage who said that each type of impaired driving had increased is presented in Table 3 nationally and by region.

Nationally, about equal numbers of respondents believed that driving while impaired by cannabis (41%), prescription drugs (40%), and street drugs (39%) had increased over the past five years. Fewer respondents thought that impaired driving by alcohol (26%) or by non-prescription drugs (32%) had increased. The perceived increase in alcohol impaired driving was highest in the Atlantic region (38%) and lowest in British Columbia (19%), while the perceived increase in cannabis impaired driving was highest in Ontario (48%) and lowest in Alberta (32%). Perceived increases in driving while impaired by street drugs were lower in Alberta (31%) and British Columbia (30%). Perceived increases in driving while impaired by prescription and non-prescription drugs were highest in Ontario (47% and 38% respectively).

Type of Impaired Driving	Region							
	BC	AB	North	Prairies	ON	QC	Atlantic	Canada
DWI by alcohol	19	23	36	29	29	22	38	26
DWI by cannabis	35	32	41	36	48	38	43	41
DWI by other street drugs	30	31	41	38	42	41	43	39
DWI by prescription drugs	30	34	29	35	47	41	39	40
DWI by non-prescription drugs	25	22	26	31	38	33	27	32

The percentage of respondents who said that each type of impaired driving had increased is presented in Table 4 by age and sex. Alcohol impaired driving was perceived to have increased by fewer respondents aged 20-24 (17%) compared to those 16-19 (30%) or 65+ (30%). Impaired driving by cannabis was perceived as increasing somewhat more by those 16-19 (45%), although the age differences were not large. The perceived increase in impaired driving by street drugs generally increased with age. For impairment by prescription drugs, fewer respondents aged 16-19 perceived an increase (32%) compared to older age groups and this was also the case for impairment by non-prescription drugs (27%).

Female respondents were more likely to perceive that driving while impaired by other street drugs, prescription drugs, and non-prescription drugs had increased during the past five years compared to males.

Type of Impaired driving	Age							Sex	
	16-19	20-24	25-34	35-44	45-54	55-64	65+	Male	Female
DWI by alcohol	30	17	21	25	28	20	30	26	27
DWI by cannabis	45	39	40	44	41	40	39	41	41
DWI by other street drugs	36	35	36	37	39	39	48	33	45
DWI by prescription drugs	32	39	45	40	41	41	37	35	46
DWI by non-prescription drugs	27	37	34	31	30	35	30	29	35

4.3 Perceived Effects of Alcohol and Drugs on Driving

The survey respondents were asked to indicate whether they agree or disagree with the claim that alcohol and other drugs impair a person's ability to drive using a seven point rating scale. The percentage of respondents who strongly agreed that these substances impair driving (6 or 7 on scale) is shown nationally and by region in Table 5.

Nationally, about 90% of respondents strongly agreed that alcohol and street drugs impair one's ability to drive, although slightly less so in Quebec. About two-thirds strongly agreed that cannabis impaired driving performance, but this agreement was higher in Alberta (76%) and Quebec (75%). Just over half of the respondents strongly believed that prescription drugs impair driving, although this was higher in the North (60%) and lower in Quebec (49%). Only about 40% strongly agreed that non-prescription drugs impair driving and there was little variability by region. It is noteworthy that respondents were more likely to believe that alcohol and street drugs impair the ability to drive than cannabis or medicinal drugs.

The percentage of respondents who strongly agreed that these substances impair driving is exhibited in Table 6 by age and sex. Age did not seem to influence agreement that alcohol impairs driving with percentages ranging from 89-94%. Strong agreement that cannabis impairs driving varied somewhat by age, but not in a clear manner. Drivers 16-19, 25-34, 45-64 all had lower percentages of strong agreement of 66% while the 20-24 age group had the highest at 76%. However, looking at the mean ratings shows that agreement was lowest among the 16-19 group (Mean = 5.49). The agreement that street drugs impair driving was lower among teenagers (81%) and increased with age. Agreement that prescription drugs impair driving was somewhat higher for drivers 16-19 (58%) and 25-34 (62%), but lower for those 35 and older. Agreement that non-prescription drugs impair driving ability was highest for those aged 21-24 (51%) and lowest among drivers in the 55-64 age group (36%). Overall, women had

higher levels of strong agreement that these substances impair driving, particularly cannabis, street drugs, and prescription drugs.

Type of Impaired Driving	Region							
	BC	AB	North	Prairies	ON	QC	Atlantic	Canada
DWI by alcohol	94	91	91	91	94	87	92	92
DWI by cannabis	70	76	68	67	65	75	63	68
DWI by other street drugs	93	91	97	89	90	87	90	90
DWI by prescription drugs	56	51	60	52	56	49	54	55
DWI by non-prescription drugs	46	41	44	45	45	41	43	43

Type of Impaired driving	Age							Sex	
	16-19	20-24	25-34	35-44	45-54	55-64	65+	Male	Female
DWI by alcohol	89	90	89	92	94	92	93	89	95
DWI by cannabis	66	76	66	74	66	66	73	64	74
DWI by other street drugs	81	87	90	91	91	93	88	86	95
DWI by prescription drugs	58	55	62	53	53	53	53	49	61
DWI by non-prescription drugs	44	51	44	46	44	36	44	40	47

4.4 Knowledge of Laws on Drug Impaired Driving

Respondents' knowledge about criminal and administrative laws concerning drug impaired driving appears nationally and by region in Table 7. The vast majority of respondents know that impaired driving

by drugs is a Criminal Code of Canada offence and there is little variation by region. However, only 16% could correctly identify the number of months of licence suspension (12) that a convicted driver receives for drug impaired driving. This awareness varied from a low of 10% in British Columbia to a high of 26% in the North and the Atlantic regions. Over half of the respondents were not sure if their province or territory has an administrative law dealing with drug impaired drivers at the roadside (seven have them).

Table 7 - Percentage Aware of Drug Impaired Driving Laws by Region								
Knowledge Item	Region							
	BC	AB	North	Prairies	ON	QC	Atlantic	Canada
Drug Impaired Driving is Offence in Criminal Code	86	83	83	86	87	82	81	85
Penalty for drug impaired driving is 12 month licence suspension	10	17	26	18	16	16	26	16
Unsure if jurisdiction has administrative law	56	56	43	58	61	53	59	58

Respondents' knowledge about laws is presented by age and sex in Table 8. Awareness that drug impaired driving is a Criminal Code offence was highest among those 16-19 (90%) and lowest among those 65+ (77%). Men (90%) were more aware of this offence than women (79%). Awareness of the 12 month licence suspension was lowest among those 20-24 (10%) and uncertainty about jurisdictional administrative laws was higher among those aged 25-54. Men and women did not differ on the licence suspension penalty but females (63%) were more uncertain about administrative laws than males.

Table 8 - Percentage Aware of Drug Impaired Driving Laws by Age and Sex									
Knowledge Item	Age							Sex	
	16-19	20-24	25-34	35-44	45-54	55-64	65+	Male	Female
Drug Impaired Driving is Offence in Criminal Code	92	85	88	88	84	84	77	90	79
Penalty for drug impaired driving is 12 month licence suspension	18	10	18	19	15	16	15	17	15

Knowledge Item	Age							Sex	
	16-19	20-24	25-34	35-44	45-54	55-64	65+	Male	Female
Unsure if jurisdiction has administrative law	50	51	61	62	65	47	57	53	63

4.5 Perceived Likelihood of Being Stopped and Charged for Impaired Driving

Respondents were asked to indicate how likely it is that a driver who is impaired by alcohol or drugs would be stopped and charged by the police. The percentage who indicated it would be very likely (6 or 7 on seven point rating scale) appears for each substance in Table 9 nationally and by region. About two-thirds of Canadian drivers think that it is very likely that a driver impaired by alcohol would be stopped and charged by the police. This perception is higher in Quebec (81%) than elsewhere. Only about a quarter of drivers thought that it was very likely that a driver impaired by cannabis would be stopped and charged, this belief was more common in Quebec (42%). Almost 40% of respondents considered it very likely that a driver impaired by street drugs would be stopped and charged. This was more prevalent in Quebec (52%). Less than 10% believed it was very likely that a driver impaired by either prescription or non-prescription drugs would be stopped and charged and this percentage was slightly higher in Quebec.

Overall, respondents believe that it is less likely that a driver will be stopped and charged for being impaired by a drug than by alcohol. Quebec drivers think that it is more likely that a driver impaired by alcohol or other drugs will be stopped and charged for impaired driving compared to those in other regions.

Type of Impaired Driving	Region							
	BC	AB	North	Prairies	ON	QC	Atlantic	Canada
DWI by alcohol	55	54	64	59	61	81	65	64
DWI by cannabis	18	26	14	20	23	42	21	26
DWI by other street drugs	35	35	42	33	37	52	33	39
DWI by prescription drugs	7	4	3	7	7	10	9	8

Table 9 - Percentage Perceiving Being Stopped/Charged by Police for Impaired Driving as Very Likely by Jurisdiction								
Type of Impaired Driving	Region							
	BC	AB	North	Prairies	ON	QC	Atlantic	Canada
DWI by non-prescription drugs	5	3	3	5	5	9	7	6

Table 10 - Percentage Perceiving Being Stopped/Charged by Police for Impaired Driving as Very Likely by Age and Sex									
Type of Impaired driving	Age							Sex	
	16-19	20-24	25-34	35-44	45-54	55-64	65+	Male	Female
DWI by alcohol	64	70	60	62	69	65	59	62	66
DWI by cannabis	27	23	25	31	28	24	26	24	28
DWI by other street drugs	42	38	42	40	40	38	34	36	43
DWI by prescription drugs	2	6	7	11	7	5	12	8	11
DWI by non-prescription drugs	5	4	7	8	2	4	9	5	5

Table 10 shows the perceived likelihood of being stopped and charged for impaired driving by the age and sex of the respondents. There do not appear to be any clear effects of age group on the perceived likelihood of being stopped and charged for impaired driving. Female drivers were slightly more likely than males to believe that a driver impaired by alcohol, cannabis, other street drugs, or prescription drugs will be stopped and charged by the police.

4.6 Use of Alcohol and Other Drugs

Respondents were asked whether they had drunk any alcoholic beverages, or used cannabis, other street drugs, prescription drugs, or non-prescription drugs in the past 30 days. Table 11 shows the percentage of respondents reporting the use each of these substances.

About 70% of Canadians said that they had consumed an alcoholic beverage in the last 30 days. Non-prescription drugs were the next most consumed substance (23%) followed by prescription drugs (19%),

cannabis (6%), and other street drugs (1%). Alcohol consumption was lower in the Atlantic (60%) and somewhat higher in the North (78%). Cannabis use was highest in British Columbia (9%) and lowest in Alberta (2%), although the percentages were not that different. The use of other street drugs was about 1% and did not vary by region. The use of prescription drugs was lower in Alberta (12%). The use of non-prescription drugs was highest in British Columbia (29%).

Substance Used in Past 30 Days	Region							
	BC	AB	North	Prairies	ON	QC	Atlantic	Canada
Alcohol	74	71	78	65	68	72	60	69
Cannabis	9	2	5	4	7	4	5	6
Other street drugs	1	0	0	1	1	0	1	1
Prescription drugs	17	12	20	21	21	18	21	19
Non-prescription drugs	29	23	20	21	21	27	21	23

The use of alcohol and other drugs is presented by age and sex in Table 12. Alcohol consumption was slightly lower among those 55+ while the use of cannabis was higher among those 16-19 (12%) or 25-34 (11%). The use of other street drugs was higher among those 16-19 but the percentage was low (4%). While it might be expected that older people would be more likely to take prescription drugs, there is no evidence of this since it is the 25-34 age group which reported more use of these drugs (25%). Young people 16-24 were less likely to report the use of prescription drugs. There was not much variability in the use of non-prescription drugs, although the 25-34 age group used them less (18%). Men were slightly more likely to report consuming alcohol or cannabis than women, but women were more likely to have taken a prescription drug.

Substance Used in Past 30 Days	Age							Sex	
	16-19	20-24	25-34	35-44	45-54	55-64	65+	Male	Female
Alcohol	73	67	67	74	73	66	65	71	68
Cannabis	12	4	11	7	5	3	1	7	5
Other street drugs	4	0	2	0	1	0	0	1	1
Prescription drugs	7	12	25	17	22	18	19	14	24

Substance Used in Past 30 Days	Age							Sex	
	16-19	20-24	25-34	35-44	45-54	55-64	65+	Male	Female
Non-prescription drugs	24	27	18	24	24	26	22	23	23

4.7 Driving After Using Alcohol or Drugs

The percentage of drivers indicating that they had used alcohol or drugs and then driven at least once during the past 30 days is presented in Table 13. Nationally, about 16% of drivers reported that they had consumed more than one standard alcoholic drink and drove within two hours of consumption. Drinking and driving was higher in the Prairies (22%) and lower in the Atlantic (12%). Overall, 2.4% of drivers reported driving within four hours of taking cannabis. Using cannabis and driving was somewhat higher in the North (5%) and lowest in Alberta (0.6%). Less than 1% of drivers admitted to using other street drugs and driving. About 10% of drivers said that they had driven while taking prescription drugs and 8.6% reported driving after taking non-prescription drugs. The use of these prescription and non-prescription drugs and driving was higher in Quebec (13% and 15.7%).

Driving after using alcohol or other drugs is presented by age and sex in Table 14. Driving after consuming more than one drink was lowest among those over 65 (11.5%) but did not vary much among the other age groups. Driving within four hours of using cannabis was higher for younger drivers aged 16-34 (2.5 - 4.3%). Driving after using street drugs was slightly higher among youth 16-19. Taking prescription drugs and driving was lowest for those 16-24 (1.3 - 4.0%) and highest for those 45-54 (12.6%) while driving after taking non-prescription drugs was highest for those 65+ (10.9%) and lowest for those 16-24 (3.3%). Men were more likely to drive after drinking (22%) and using cannabis (2.9%) than women but women were more likely to report driving after using prescription drugs (13.2%).

Driving After Using Substance Past 30 Days	Region							
	BC	AB	North	Prairies	ON	QC	Atlantic	Canada
Alcohol	17.0	17.6	15.7	22.1	13.0	17.3	12.1	15.5
Cannabis	2.7	0.6	5.0	2.1	2.5	1.6	2.3	2.4
Other street drugs	0	0	0	0	0.3	0	0	0.1
Prescription drugs	8.4	7.1	8.3	9.7	8.9	13.0	9.9	9.8

Table 13 - Percentage of Respondents Using Alcohol or Other Drugs and Driving in Past 30 Days by Region								
	Region							
Driving After Using Substance Past 30 Days	BC	AB	North	Prairies	ON	QC	Atlantic	Canada
Non-prescription drugs	11.9	8.4	2.9	9.1	4.4	15.7	8.2	8.6

Table 14 - Percentage of Respondents Using Alcohol or Other Drugs and Driving in Past 30 Days by Age and Sex									
	Age							Sex	
Driving After Using Substance Past 30 Days	16-19	20-24	25-34	35-44	45-54	55-64	65+	Male	Female
Alcohol	15.9	16.7	15.8	14.6	16.0	17.3	11.5	22.2	8.4
Cannabis	2.5	3.3	4.3	1.1	2.1	1.3	1.0	2.9	0.6
Other street drugs	1.0	0	0	0	0	0	0	0.1	0
Prescription drugs	4.0	1.3	11.5	6.6	12.6	11.8	9.2	5.9	13.2
Non-prescription drugs	7.1	3.3	7.8	9.1	9.9	8.0	10.9	9.4	7.7

4.8 Support for Measures to Prevent Alcohol and Drug Impaired Driving

Respondents were asked to what extent they agreed or disagreed with several measures intended to reduce alcohol and drug impaired driving. The percentage of respondents strongly agreeing with these measures (6 or 7 on seven point rating scale) is presented nationally and by region in Table 15. About three-quarters of drivers strongly agreed with suspending a drug impaired driver's licence for three days at the roadside, 79% strongly agreed with requiring drivers suspected of drug impaired driving to submit to physical tests (i.e., Standardized Field Sobriety Test) at the roadside, 84% strongly agreed with mandatory saliva testing of drivers for drugs if they are involved in a collision resulting in death or injury, but only 46% supported random drug testing at the roadside. Agreement with three-day suspensions was highest in the Atlantic (80%), with physical testing in the North (92%), with random drug testing in the North (50%), and with mandatory testing of collision involved drivers in the Atlantic (91%).

Table 15 - Percentage Strongly Agreeing with Measures to Prevent Alcohol and Drug Impaired Driving by Region								
Support for Preventive Measures	Region							
	BC	AB	North	Prairies	ON	QC	Atlantic	Canada
Suspending licence of drug impaired driver for 3 days	74	75	77	75	76	76	80	76
Drivers must do physical tests at roadside	81	77	92	80	78	81	85	79
Random Saliva testing for drugs at roadside	31	40	50	36	36	48	47	46
Mandatory testing of drivers for alcohol/drugs involved in serious crash	83	86	89	83	80	88	91	84

The percentage of respondents agreeing with these measures is shown by age and sex in Table 16. Generally, drivers 55 and over were more supportive of these measures than drivers 20-24, and women were more supportive than men.

Table 16 - Percentage Strongly Agreeing with Measures to Prevent Alcohol and Drug Impaired Driving by Age and Sex									
Support for Preventive Measures	Age							Sex	
	16-19	20-24	25-34	35-44	45-54	55-64	65+	Male	Female
Suspending licence of drug impaired driver for 3 days	74	64	75	83	69	82	79	70	82
Drivers must do physical tests at roadside	77	66	78	77	81	80	87	73	86
Random saliva testing for drugs at roadside	33	25	33	44	39	41	50	33	46
Mandatory testing of drivers for alcohol/drugs involved in serious crash	78	65	80	85	85	89	91	79	88

5.0 Discussion

The results of this survey indicate that Canadians are more concerned about driving while impaired by alcohol than by illicit and medicinal drugs, despite the coroner and roadside survey data that indicate that the prevalence of drug impaired driving is rivaling that of alcohol impaired driving. Concern about drug impaired driving is lowest among drivers under 35, suggesting that this age group may be less aware of the risk of drug impaired driving. The majority of respondents believe that alcohol impaired driving has decreased over the past five years while about 40% believe that drug impaired driving has increased particularly for cannabis, other street drugs, and prescription drugs, suggesting some growing awareness of the problem. The vast majority of respondents agree that alcohol and street drugs like cocaine or crystal meth impair driving ability, but only about two-thirds agree that cannabis has this effect. Just over 50% agree that taking prescription drugs impairs driving performance, and fewer than 50% see non-prescription drugs as impairing driving ability. Drivers 16-19 were less likely to strongly agree that cannabis and other street drugs impair driving, although some of the older age groups were also less likely to agree that cannabis impairs driving. Drivers 35 and over were less likely to agree that prescription drugs impair driving, although the age differences were not strong. These results suggest that teenagers might be targeted for information about the effects of cannabis and other street drugs on driving while older drivers could be targeted regarding the potential impairing effects of prescription drugs. Female respondents were more likely to strongly agree that all substances impair driving, suggesting that males could be targeted in awareness campaigns as well.

While most people know that drug impaired driving is a criminal offence, few knew that the penalty for drug impaired driving is a 12-month licence suspension or that their jurisdiction has an administrative law on drugs and driving. Older drivers (45+) and women appeared to be less aware that drivers can be charged with drug impaired driving under the Criminal Code. Drivers 25-54 and women were more uncertain about the existence of jurisdictional administrative laws suggesting that these groups could be targeted in awareness campaigns.

Survey respondents believed that it was much more likely that a driver impaired by alcohol would be stopped and charged by the police than drivers impaired by drugs. Quebec drivers were more likely to perceive the chances of being stopped and charged for impaired driving as being high regardless of the nature of the impairing substance. While there were no clear age effects on these perceptions, women were somewhat more likely to believe that drivers impaired by these substances would be stopped and charged than men. Awareness campaigns could inform Canadians about the Drug Assessment and Classification program conducted by Drug Recognition Evaluators to change their perceptions about the likelihood of being stopped and charged by the police for drug impaired driving.

About 70% of respondents said that they had drunk an alcoholic beverage in the last 30 days, which is similar to what has been found in other surveys (TIRF, 2012). Alcohol consumption was somewhat lower in the Atlantic region. The use of cannabis was somewhat higher in British Columbia as was non-prescription drugs. Prescription drug use was somewhat lower in Alberta.

About 16% of drivers said that they had driven within two hours of drinking more than one alcoholic beverage in the past 30 days. This is similar to what was found by TIRF (2012) in a survey conducted at about the same time as the current one. They reported that 17% had driven within two hours of consuming any amount of alcohol in the past 30 days. Self-reported cases of driving after the use of cannabis was considerably lower than those involving alcohol (2.6%). These cases were more frequent among younger drivers (16-35) and men. The prevalence of driving after using cannabis was quite similar to what TIRF found in their 2006 survey (2.4%). In the 2012 roadside survey conducted in British Columbia (Beasley and Beirness, 2012), 4.4% of the drivers were found to have used cannabis, which is greater than the percentage of drivers reporting driving after using cannabis in the current survey. The roadside survey percentage may have been higher because drivers knew that the surveyors could not determine that they had been using cannabis or any other drugs from the oral fluid sample at the time that the samples were collected, whereas respondents in the current survey were admitting to driving after using cannabis. Self-reported use of other street drugs such as cocaine or crystal meth was very low in this survey (<1%), although it was 4.9% in the roadside survey in British Columbia. There was likely a bias against reporting illegal behaviour in the current survey.

About 4% of the respondents reported taking prescription drugs before driving, although it is not clear whether the specific drug being taken would impair driving. The drug could have been non-impairing, or the person may have been habituated to the effects so that it was no longer having a negative impact on their driving performance. Furthermore, being on a prescription drug may be safer for a driver than not being on the drug (e.g., medication for heart issues). Driving after using prescription drugs was less common among drivers 16-25 and more common among women. More respondents report using non-prescription drugs and driving (7.1%). Drivers over 35 were more likely to have driven after taking these drugs.

While self-reported driving after the use of drugs is lower than drinking and driving, this behaviour could be monitored over time to determine whether their prevalence changes.

Public support was quite strong (over three-quarters) for suspending drug impaired drivers licences for three days, requiring drivers suspected of being drug impaired to take a physical test (i.e., SFST), and requiring drivers involved in a serious collision that led to deaths or injuries to provide a saliva sample at the roadside. However, less than half of the respondents supported random drug testing where there were no grounds for suspecting drug impairment. Some of these measures could be pursued by governments with the knowledge that they have public support.

6.0 References

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Marcoux, K., Robertson, R., and Vanlaar, W. (2011) The Road Safety Monitor 2010: Youth Drinking and Driving, Traffic Injury Research Foundation

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Appendix A

2012-316 CCMTA Final Questionnaire

NOTES FOR EXECUTION

- SENTENCE CASE = INTERVIEWER SCRIPT
- UPPER CASE = INTERVIEWER INSTRUCTIONS

INTRODUCTION

Hello, I am _____ of Nanos Research, a Canadian opinion research firm. We are conducting a brief survey about road safety issues in your community. ***The survey will take less than 10 minutes to complete.***

ONLINE ONLY - *By participating in this survey, you will be entered once in a random draw to win one of five prizes of \$100.*

CELL PHONE SAMPLE ONLY

Is it a safe time for you to share your opinions?

YES → PROCEED.

NO → Is there a time that would be good to call you back to complete the survey?

YES → SCHEDULE CALLBACK APPOINTMENT

NO → END INTERVIEW

TELEPHONE ONLY - RANDOMIZE SELECTION OF PERSON IN HOUSEHOLD

May I speak to the male / female **16** years or older whose birthday is next?

YES → PROCEED. REINTRODUCE IF NECESSARY.

NO → Is there a time that would be good to call you back to complete the survey?

YES → SCHEDULE CALLBACK APPOINTMENT

NO → END INTERVIEW

PERSUADERS ONLY IF NECESSARY

This is an opinion research survey and at no time will anyone try to sell you anything. You will never be contacted by our client as a result of this survey unless you wish to be.

- ***If you have any questions about this survey, you may speak directly with Mr. Nanos, the president of Nanos Research at _____***
- ***Nanos Research is a Gold Seal corporate member of the Marketing Research and Intelligence Association. You may verify the authenticity of this survey with the MRIA.***
 - ***Call:***

- **PROJECT CODE:** _____
- **PROJECT TITLE: NANOS RESEARCH CANADIAN COMMUNITIES RESEARCH**

- **Your participation in this survey is CONFIDENTIAL.**
- **The survey will take less than 10 minutes.**
- **We can begin the survey now or complete it at a time more convenient for you.**

SCREENING QUESTION

- S1. First of all, do you or does any member of your household work for the following?
 A market research or public opinion research firm
 An advertising agency
 A communications or public relations firm

YES TO ANY → END INTERVIEW

- S2. GENDER (BY OBSERVATION)

MALE
 FEMALE

A. DRIVERS

- A1. Do you have a valid driver's licence issued by your province or territory that is not currently suspended?

YES → CONTINUE

NO → **CODE AS NON-DRIVER: SKIP TO DEMOGRAPHICS**

- A2. On how many of the past 30 days did you drive a motor vehicle?

_____ days out of 30

IF 0 (ZERO) OR DON'T KNOW → **CODE AS NON-DRIVER: SKIP TO DEMOGRAPHICS**

NOTE ON QUOTAS:

ATLANTIC	115 telephone/115 online DRIVERS + _____ NON-DRIVERS
QUEBEC	115 telephone/115 online DRIVERS + _____ NON-DRIVERS
ONTARIO	115 telephone/115 online DRIVERS + _____ NON-DRIVERS
PRAIRIES	115 telephone/115 online DRIVERS + _____ NON-DRIVERS
ALBERTA	115 telephone/115 online DRIVERS + _____ NON-DRIVERS
B.C.	115 telephone/115 online DRIVERS + _____ NON-DRIVERS
THE NORTH	60 telephone/60 online DRIVERS + _____ NON-DRIVERS

B. ROAD SAFETY

- B1. Our survey today is about road safety. How concerned are you about each of these issues in your community? Please use a scale where 1 means you are not at all concerned about this issue in your community, 7 means you are extremely concerned, and 4 means you are moderately concerned. You may use any number between 1 and 7 to express your concern.

RANDOMIZE

Driving while talking on a cell phone

Driving while texting

Driving while impaired by alcohol

Driving while impaired by marijuana or cannabis

Driving while impaired by street drugs like cocaine, crystal meth, ecstasy or angel dust

Driving while impaired by prescription drugs like pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines

Driving while impaired by non-prescription drugs like muscle relaxants, sleep aids, decongestants or sedating antihistamines.

SCALE

7 Extremely concerned
6
5
4 Moderately concerned
3
2
1 Not at all concerned

DON'T KNOW

- B2. As far as you know, is it an offence under the Criminal Code of Canada to drive while impaired by drugs?

YES

NO → SKIP TO B4

DON'T KNOW → SKIP TO B4

B3. IF YES: As far as you know, what is the **minimum** number of months your licence will be suspended if you are convicted for a first offence of drug-impaired driving under the Criminal Code of Canada? READ LIST

- 1 month
- 3 months
- 6 months
- 12 months
- 18 months
- DON'T KNOW

B4. As far as you know, does your own province or territory have additional laws separate from Canada's Criminal Code that impose penalties for driving while impaired by drugs?

- YES
- NO
- DON'T KNOW

B5. In your opinion, over the past five years, has driving after using [INSERT ITEM] increased, decreased or stayed the same?

RANDOMIZE

Alcohol

Marijuana or cannabis

Street drugs like cocaine, crystal meth, ecstasy or angel dust

Non-prescription medications like muscle relaxants, sleep aids, decongestants or sedating antihistamines.

Prescription drugs like pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines

SCALE

- Increased
- Stayed the same
- Decreased
- DON'T KNOW

B6. Do you agree or disagree that using the following substances impairs a person's ability to drive safely? Please use a scale where 1 means you disagree completely and 7 means you agree completely and 4 means you neither agree nor disagree. You may use any number between 1 and 7 to express your opinion.

RANDOMIZE

Alcohol

Marijuana or cannabis

Street drugs like cocaine, crystal meth, ecstasy or angel dust

Non-prescription medications like muscle relaxants, sleep aids, decongestants or sedating antihistamines

Prescription drugs like pain relievers, tranquilizers, sedatives, antidepressants and sedating antihistamines

SCALE

7 Agree completely

6

5

4 Neither agree nor disagree

3

2

1 Disagree completely

DON'T KNOW

- B7. How likely or unlikely is it that a driver will get stopped and charged by police if impaired by the following substances? Please use a scale where 1 means a person is extremely unlikely to be stopped **and** charged; 7 means a person is extremely likely to be stopped and charged. You may use any number between 1 and 7 to express your opinion.

RANDOMIZE

Alcohol

Marijuana or cannabis

Street drugs like cocaine, crystal meth, ecstasy or angel dust

Non-prescription medications like muscle relaxants, sleep aids, decongestants or sedating antihistamines

Prescription drugs like pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines

SCALE

- 7 Extremely likely
- 6
- 5
- 4
- 3
- 2
- 1 Extremely unlikely
- DON'T KNOW

C. PERSONAL ALCOHOL AND DRUG USE AND USE PRIOR TO DRIVING

These next few questions are about the different prescription and non-prescription products you use.

PERSUADER: For our research to be accurate, we need your honest responses to these questions. Remember, your responses are completely confidential and anonymous.

C1. In the past 30 days, have you:

DO NOT RANDOMIZE

- a. Taken a non-prescription muscle relaxant, sleep aid, decongestant or sedating antihistamine
- b. Taken a prescription pain reliever, tranquilizer, sedative, antidepressant or sedating antihistamine?
- c. Consumed an alcoholic beverage?
- d. Used marijuana or cannabis?
- e. Used a street drug including cocaine, crystal meth, ecstasy or angel dust

SCALE:

- Yes
- No
- DON'T KNOW

IF NO / DON'T KNOW TO ALL, SKIP TO SECTION D.

NON-PRESCRIPTION DRUGS

IF ANY NON-PRESCRIPTION USED IN C1a

C2a. In the past 30 days, how many times have you taken a non-prescription muscle relaxant, sleep aid, decongestant or sedating antihistamine before driving?

_____ times

IF ZERO (0) TIMES, SKIP TO C3
REFUSED, SKIP TO C3

C2b. During the past 30 days, how many times have you driven within 2 hours of drinking alcohol while you were using one of these non-prescription medications

_____ times

IF ZERO (0) TIMES
REFUSED

PRESCRIPTION

IF ANY PRESCRIPTION DRUGS IN C1b:

C3a. In the past 30 days, how many times have you taken a prescription pain reliever, tranquilizer, sedative, antidepressant or sedating antihistamine before driving?

_____ times

IF ZERO (0) TIMES, SKIP TO C4
REFUSED, SKIP TO C4

C3b. During the past 30 days, how many times have you driven within 2 hours of drinking alcohol while you were using one of these prescription medications?

_____ times

IF ZERO (0) TIMES
REFUSED

ALCOHOL

IF ANY ALCOHOL CONSUMED IN C1c:

C4. In the past 30 days, how many times have you driven within 2 hours of drinking more than one serving of alcohol? One serving is 12 ounces of beer or wine cooler, 5 ounces of table wine or 1.5 ounces of 80 proof spirits like vodka or whiskey.

_____ times

DON'T KNOW → PROBE:

- 1 time
- 2 times
- 3 times
- 4 or more times

IF ZERO (0) TIMES, SKIP TO C5

IF STILL DON'T KNOW OR REFUSED SKIP TO C5

MARIJUANA

IF ANY MARIJUANA OR CANNABIS USED IN C1d:

C5a. In the past 30 days, how many times have you used any amount of **marijuana or cannabis** up to **four** hours before driving?

_____ times

IF ZERO (0) TIMES, SKIP TO C6

REFUSED, SKIP TO C6

C5b. During the past 30 days, how many times have you driven within 4 hours of using both alcohol **and** marijuana?

_____ times

IF ZERO (0) TIMES

REFUSED

STREET DRUGS

IF ANY STREET DRUGS IN C1e:

C6. In the past 30 days, how many times have you taken cocaine, crystal meth, ecstasy or angel dust before driving?

_____ times

REFUSED

C6b. During the past 30 days, how many times have you driven within 2 hours of drinking alcohol while you were using one of these street drugs?

_____ times

IF ZERO (0) TIMES

REFUSED

D. MEASURES TO CONTROL DRUG-IMPAIRED DRIVING

- D1. Here are some possible legal measures that people have talked about to help control drug-impaired driving. Please tell us your opinion of these measures using a 7 point scale, where 1 means you completely oppose, 7 means you completely support and 4 means you neither oppose nor support. You may use any number between 1 and 7 to express your opinion

RANDOMIZE

That police can suspend the licences of drug impaired drivers at the roadside for at least 3 days?

That drivers must submit to tests of physical coordination at the roadside if police suspect they are under the influence of alcohol or drugs.

That any driver can be stopped at random by police and required to provide a saliva sample at the roadside to test for drug impairment

That drivers in collisions involving injury or death are required to have their blood or urine tested for the presence of alcohol and other drugs.

- 7 Completely support
6
5
4 Neither support nor oppose
3
2
1 Completely oppose
DON'T KNOW

DEMOGRAPHICS

- Z1. **DRIVERS AND NON-DRIVERS: CODE REGION FROM SAMPLE**

**ATLANTIC
QUEBEC
ONTARIO
PRAIRIES
ALBERTA
BRITISH COLUMBIA
THE NORTH**

Z2. **DRIVERS + NON-DRIVERS:** In what year were you born?

19 __ __

NON-DRIVERS SKIP TO: THANK YOU

Z3. What is the highest level of education you have completed?

Up to some high school

High school graduation

Some college or university

Graduated college (college diploma)

Graduated university (university undergraduate degree)

Post-graduate studies

REFUSED

Z4. Are you primarily:

A student

Full-time employed

Part-time employed

Retired

Not currently employed

REFUSED

Z5. What languages, other than English, do you speak at home?

French

Italian

Spanish

Portuguese

Ukrainian

Arabic

Polish

Chinese

Punjabi

Somali

German

Greek

Other (please specify)

None

Z6. Which of the following categories includes your household's annual income before taxes?

\$0 to less than \$25,000

\$25,000 to less than \$40,000

\$40,000 to less than \$60,000

\$60,000 to less than \$80,000

\$80,000 to less than \$100,000

\$100,000 to less than \$125,000

\$125,000 to less than \$150,000

\$150,000 or more

REFUSED

Thank you for helping us with our research!