
CCMTA Road Safety Report Series

STRATEGY TO REDUCE IMPAIRED DRIVING 2010

STRID Monitoring Report: Progress in 2008

Extrait

Prepared For

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

by

CCMTA STRID 2010 Task Force

Commission des transports et de
l'environnement

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CANADIAN COUNCIL OF MOTOR TRANSPORT ADMINISTRATORS

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

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

- ▶ The **Standing Committee on Drivers and Vehicles** is responsible for all matters relating to motor vehicle registration and control, light vehicle standards and inspections, and driver licensing and control.
- ▶ The **Standing Committee on Compliance and Regulatory Affairs** is concerned with the compliance activities of programs related to commercial driver and vehicle requirements, transportation of dangerous goods and motor carrier operations in order to achieve standardized regulations and compliance programs in all jurisdictions.
- ▶ The **Standing Committee on Road Safety Research and Policies** is responsible for coordinating federal, provincial and territorial road safety efforts, making recommendations in support of road safety programs, and developing overall expertise and strategies to prevent road collisions and reduce their consequences.

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

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

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

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INTRODUCTION

Drinking and driving is a major contributing factor in traffic crashes in Canada. Reports from Canadian jurisdictions indicate that close to a third of all drivers fatally injured in traffic crashes had been drinking. To help reduce the incidence of alcohol-related crashes, CCMTA developed a long-term strategy—the Strategy To Reduce Impaired Driving (STRID).

The first phase of this strategy, STRID 2001, which was implemented in 1996, triggered considerable activity in all jurisdictions with respect to building the recommended infrastructure for managing the problem of drinking and driving. Significant improvements have been achieved since then in terms of a downward trend in alcohol-related crashes, however, the alcohol crash problem is still significant. Consequently, the STRID 2010 has been developed as part of the overall Road Safety Vision 2010.

The goal of STRID 2010 is to achieve a 40% decrease in the percentage of road users fatally or seriously injured in crashes involving alcohol over the 2008 - 2010 period over comparable 1996 - 2001 figures. To achieve this objective the following initiatives, which are aimed at hardcore drinking drivers, new/young drivers, social drinkers, and first sanctioned drivers, are being undertaken by the various jurisdictions in partnership with interested stakeholders:

Education and Awareness

- Highlight the costs associated with drinking and driving; and
- Target/personalise educational campaigns for different audiences. Undertake high visibility drinking and driving campaigns during peak seasons for this behaviour.

A critical aspect of this initiative is the planning and development of communications to promote and increase visibility of STRID.

Role of Policing

- Police officers are trained to specialise as Drug Recognition Experts (DREs) and encouraged to use Field Sobriety Tests (FSTs) more often;
- Streamlining procedures for processing drinking drivers;
- Lobbying for increased police resources to help increase the perceived risk of apprehension for drinking and driving;
- Encouraging police to use passive sensors as an aid for investigating drinking drivers; and
- Conducting combined enforcement and awareness campaigns during Christmas season, focusing on drinking driving.

Policy/Legislative Initiatives

- Widening the search (look-back) window for drinking and driving sanctions to 10 years;
- Introducing reduced BAC thresholds for drivers who have been convicted for a drinking and driving offences;
- Taking advantage of any technological innovations for enforcing drinking and driving offences;
- Implementing administrative licence suspension of 90 days if driver is over legal limit of .08 or refuses a breath/blood test.
- Introducing vehicle-based sanctions such as vehicle impoundment, vehicle immobilization, licence plate tagging or confiscation for driving while suspended;
- Removing exemptions for work permits; and
- Introducing mandatory assessment and rehabilitation programs for drinking driving offenders and a timely follow up.

Linkages

Jurisdictions are encouraged to:

- Continue to use the STRID framework to support the monitoring/evaluation of the implementation of STRID 2010 through to the year 2010.
- Collaborate on the research initiatives outlined in the STRID 2010.

This report presents an overview of the jurisdictional impaired driving initiatives and any associated changes as at December 2008

STRID INITIATIVES AT A GLANCE

(Updates are in red bold)

SHORT TERM ROADSIDE LICENCE SUSPENSIONS AS OF DECEMBER 2008

Juris	12 or 24 hr Immediate suspension if BAC <80mg%	List on driver record	Other sanctions for offenders	Plan changes to short-term suspensions
BC	24-hr prohibition if officer believes drivers' ability is affected by alcohol or drugs	yes	Vehicle Impoundment for 24-hr prohibition. Longer prohibition, if 2 or more 24-hr prohibitions in 2 yrs. Referral to RDP (remedial program) after three 24-hr prohibitions in 5 yrs.	no
AB	24 hrs if officer suspects impairment by drugs or alcohol	being considered	no	under review to see if changes needed
SK*	24 hrs if BAC 40 mg% or more (1996) for experienced drivers. 15 day suspension for 2nd 0.04 BAC in a two-year period (introduced July 2006)	yes	repeat offences lead to 90-day suspension, mandatory addictions screening, education or recovery program.	15 day suspension for 2nd .04 BAC in a 2-yr period (introduced July 2006)
MB	24 hrs if BAC >50 mg% or more (1998)	yes	\$50 reinstatement fee; AFM program if 2 or more 24-hr offences in 3 years; infractions are used to identify drivers for Driver Improvement and Control action.	Under review
ON	Effective May 1, 2009, if BAC 50 mg% or more: 3 days for a 1st occurrence; 7 days for a 2nd occurrence in a five-year period; 30 days for a third occurrence in a five-year period	Effective May 1, 2009, short-term suspensions if BAC 50 mg% or more are tracked on the driver record	see below**	Beyond new escalating sanctions if BAC 50 mg% or more (May 1, 2009): proposed increase for novice drivers if BAC >0 mg% from 12 hours to 24 hours; proposed 24-hour for fully licensed drivers under age 22 if BAC >0 mg% (Bill 126)
QC	no	na	na	na
NB	24 hrs if BAC >50 mgs% (1985/86)	being considered	GDL drivers receive 12-month suspension.	yes

SHORT TERM ROADSIDE LICENCE SUSPENSIONS AS OF DECEMBER 2008

Juris	12 or 24 hr Immediate suspension if BAC <80mg%	List on driver record	Other sanctions for offenders	Plan changes to short-term suspensions
NS	24 hrs if BAC 50 mg% or more (1999)	yes	GDL drivers could receive indefinite discretionary suspension	impairment by drugs to be included; increase 24-hr suspension to 7 days
PE	24 hrs if BAC 50 mg% or more (1997)	yes	Longer prohibition, if 2 or more 24-hr prohibitions in 2 yrs, GDL drivers and under 19 years suspended 24 hrs plus 90-day prohibition should they provide a breath sample that indicates the presence of alcohol	under review to see if changes needed
NL	24 hrs if BAC 50 mg% or more (1994)	no	novice drivers receive 2-month suspension for 1st offence	no
YT	24 hrs if officer suspects alcohol use (1987)	yes	no	no
NT	24 hrs if BAC >50 mg% (as of December 2004)	yes	novice driver will be suspended for 30 days	no
NU	24 hr suspension	no	no	reviewing legislation

* Applies to experience drivers (SK)

** If the motor vehicle of a suspended driver is in a location where a police officer believes it should be moved and there is nobody available to lawfully do so, he/she may order towing/storage of the vehicle. Towing/storage costs may form lien against vehicle. Effective May 1/09, if BAC 50 mg% or more: Must complete a remedial alcohol education program for 2nd occurrence in a five-year period; must complete a remedial alcohol treatment program and will be subject to an ignition interlock licence condition for six months for 3rd occurrence in a five-year period (ON)

ADMINISTRATIVE LICENCE SUSPENSIONS AS OF DECEMBER 2008

Juris	ALS in place	Criminal code charge required for ALS	List on driver record	Other sanctions for offenders	Plan changes to ALS
BC	90 days (1997)	no	yes	Referral to RDP and possible referral to Ignition Interlock Program if driver receives two ADP (90-day Administrative Driving Prohibitions) within 5 years.	Currently under review - mandatory referral to Ignition Interlock Program after 2 ADP's within five years.
AB	3 months (1999)	no	yes	no	added an initial 24-hr suspension prior to ALS suspension (as of May 2003)
SK	90 days (2002)	yes	yes	Refusal to complete an drug assessment evaluation now attracts a 90 suspension	no
MB	90 days (1989)	no	yes	BAC >160 mg% -vehicle impounded 180 days; for BAC >.80 mg% or test refusal- 30 days for 1st ALS, 90 days for 2nd ALS; \$50 reinstatement fee, must complete alcohol assessment	no
ON	90 days (1996)	no	yes	no	Proposed 7-day vehicle impoundment with ADLS (Bill 126)
QC	30 days for 1st ALS; 90 days for 2nd ALS (2002)	no	yes	BAC >80 mg%, any driver subject to the zero alcohol rule, any person refusing to provide a breath or blood sample, vehicle of person caught driving when ALS in effect is seized (30 days)	no
NB	3-month suspension (Oct/08)	yes	yes	reinstatement fee \$52	no

ADMINISTRATIVE LICENCE SUSPENSIONS AS OF DECEMBER 2008

Juris	ALS in place	Criminal code charge required for ALS	List on driver record	Other sanctions for offenders	Plan changes to ALS
NS	90 days (1995)	no	yes	successfully complete substance abuse assessment, fees for assessment - \$366, restoration - \$100, hearing - \$50 (total-\$516)	no
PE	90 days (1997)	no	yes	Vehicle may be impounded	Presently under review
NL	90 days (2003)	no	yes	Complete alcohol education program for 1st ALS; complete alcohol dependency assess/rehab for 2nd and subsequent ALS; pay fines + \$100 reinstatement fee	no
YT	90 days (1998)	no	yes	vehicle may be impounded; if BAC > .16 impoundment period is doubled	no
NT	90 days (2004)	no	yes	vehicle seized for 30 days if used by disqualified offender	no
NU	no	yes	yes	no	reviewing legislation

PROGRAM IMPLEMENTATION DATES FOR STRID INITIATIVES

Juris	Short-Term Roadside Licence Suspension	Administrative Licence Suspension	Licence Suspension for Impaired Driving Conviction*	Vehicle Impoundment	Alcohol Ignition Interlocks	Mandatory Assessment/Treatment
BC	1979	May-97	Aug-97	May-97	2005	2005
AB	1975	Dec-99	Aug-88	1991	Apr-90	early 1970's
SK	Aug-96	Nov-01	Aug-96	Aug-96	Nov-01	Aug-96
MB	Apr-98	Nov-89	Jul-87	Nov-89	Dec-03	Sep-86
ON	New escalating sanctions to come into force May 1, 2009	Nov-96	1998	Feb-99	Dec-01	Sep-98
QC		Dec-97	Jun-01	Dec-97	Dec-97	Dec-97
NB	1985	Implemented 2008	Enhanced 2001		Law implemented in 2008	Treatment (1991); Assessment (2002)
NS	1999	Jun-95	Dec-99		Program design in 2007. Launch anticipated in 2008.	Jul-84
PE	1997	Jun-97	May-08	Jun-97	Dec-08	Jun-97
NL	Jan-95	Aug-03	Aug-03	Aug-03	Aug-03	Jan-95
YT	1987	Oct-98	Jan-98	Apr-99	Sep-02	
NT	Dec-04	Dec-04	Dec-04	Dec-04	Dec-04 (see note)	Dec-04
NU						

NT The legislation is in place for an ignition interlock program, but the NT has not yet developed the operational framework as there are many issues related to our unique characteristics that have to be examined. Examples of such issues is the extremely cold temperatures, the many remote isolated and lack of licenced mechanics.

* Meets or exceeds STRID recommended suspension periods of 1 year for 1st conviction, 3 years for 2nd

KEY COMPONENTS OF STRID STRATEGY TO ADDRESS LOWER BAC DRINKING DRIVERS

Juris	Item 1	Item 2	Item 3
BC	Immediate 7-14 day roadside suspension if BAC \geq 0.05% on ASD or from blood or urine sample	licence surrendered, forwarded to Registrar of Motor Vehicles	2 or more 0.05% infractions within 3 yrs results in licence suspended for 30, 45, and 60 days, respectively
	BAC .05-.08= 24-hr driving prohib plus face 24-hr vehicle Impoundment;	Driver must surrender license to police, and return to police detachment to retrieve license when prohibition if over	Since 2003 additional prohib. imposed on drivers with two or more 24 hr prohib.; length varies from one month and upwards depending on driver's record; driver with two 24-hr prohib. can be prohibited from driving for \geq 3 months; drivers with three 24-hr prohib. will be prohibited for longer period.
AB	Under review	Under review	Under review
SK	Not being considered; new drivers threshold=0.0% BAC;	For short term (24-hr), police can return licence; for longer susp. (90-day when .08 or refuse charge involved) police should seize licence, forward it to administrator	Examining 15-day suspension for 2nd offence within 5 yrs;
	1st offence=30 day susp; 2nd+ offence=90-day susp.		3rd, subsequent offences attract 90-day susp.
MB	Review of STRID Strategy underway; but has been placed on hold due to intervening priorities	surrender of licence requested; on termination of suspension or disqualification, surrendered licence promptly returned to licensee except when licensee is otherwise not eligible to hold driver's licence	.05% infractions are used to identify drivers for Driver Improvement and Control action which could include a "Show Cause" hearing where further suspension is considered; e.g. exper. driver with \geq 2 .05% infractions must attend Show Cause hearing; novice Under review.
ON	Effective May 1, 2009, escalating sanctions for drivers with BAC of 0.05% or more: suspension periods will be as follows: 3 days for first occurrence; 7 days for second occurrence in a five-year period; 30 days for third occurrence in a five-year period	Upon registering BAC of .05 or more, drivers are required to surrender their licences to police at roadside. Police return driver licences to MTO.	Effective May 1, 2009, escalating sanctions for drivers with BAC of 0.05% or more: suspension periods will be as follows: 3 days for first occurrence; 7 days for second occurrence in a five-year period; 30 days for third occurrence in a five-year period
QC	Not applicable	Not applicable	Not applicable
NB	Under review	Under review	Changes being considered for 2009
NS	Under review	Under review	Under review
PE	24-hr roadside suspension, .05 - .08 possible vehicle impoundment	24-hr short-term, police can return for longer term, police return to Highway Safety	30 days - 1st offence, 90 days - 2nd offence within 2 yrs
NL	Roadside 24 HRS	Currently done	2, 4, and 6 months suspensions
YT	Under review	Currently being done for 24-hr suspensions	Under review
NT	Blood, urine tests cannot be compelled from suspected offenders; current susp. for 0.05% alcohol- 24 hrs for 1st offence, 30 days for any subsequent offence	In current legislation	Only suspension in place is 30 day suspension for all offences after the first
NU	Under consideration	Under consideration	Under consideration

KEY COMPONENTS OF STRID STRATEGY TO ADDRESS LOWER BAC DRINKING DRIVERS

Juris	Item 4	Item 5	Item 6
BC	2 or more suspensions for >.05 or FST failure or refusal within 3 yrs require assessment from recognized agency	Drivers with 3 or more 0.05% suspensions within 3 yrs must install interlock for 6 months (part of licence reinstatement)	Registrar must know of all 0.05% suspensions, list and keep on driver record, abstracts for 10 yrs
	Drivers with 3 24-hr prohib. must take alc RDP (rehab program)	Superintendent can refer driver who has completed rehab program to Ignition Interlock Program when required	All 24 hr prohibitions currently recorded on driver's record and stored for five years
	Drivers in alc rehab must pay \$880 program fee; driver screened by qualified addictions specialist, must attend one of two program components:	Referral based on post intervention assessment by qualified counsellor	
	1) education (8 hr session over a day) 2) counselling (16 hrs over 3 months)	In Dec 2009, mandatory Ignition Interlock introduced for drivers with 3 24-hr prohibitions in five years.	
AB	Under review	Under review	Under review
SK	New drivers with 2+ subsequent offences with any alc. lead to 90-day susp., must complete addictions screening & recommended educ. or recovery program	Not looking at this right now	Keep record of incidents, use them to monitor and manage problem
	Exper. drivers (over .04) - must attend DWI training after 2nd occurrence; 3rd & subsequent within 5 yrs, must complete addictions screening & recommended educ. or recovery program		
MB	Driver with 2+ susp. for .05% infractions or failing FST within 3 yrs must provide impaired drivers assessment		Registrar informed of all .05% & FST suspensions, records them on driver's record; printed on driver's abstract for 5 yrs. Under review.
	If refuse FST subject to 3 month ALS, must provide impaired drivers assessment		
ON	Effective May 1, 2009, drivers with 2 or more suspensions for BAC of 0.05 or more in a five-year period must complete a remedial alcohol education or treatment program	Effective May 1, 2009, driver with 3 or more suspensions for BAC of 0.05 or more in a five-year period will be subject to an ignition interlock licence for six months	Effective May 1, 2009, suspensions for BAC of 0.05 or more to be recorded on driver's record
QC	Not applicable	Not applicable	Not applicable
NB	Under review	Under review	Under review
NS	Under review	Under review	Under review
PE	Drivers with 2 or more 30 days, 90 days suspension have driving record reviewed	Under review	Currently recorded on driver's record

KEY COMPONENTS OF STRID STRATEGY TO ADDRESS LOWER BAC DRINKING DRIVERS

Juris	Item 4	Item 5	Item 6
NL	FST not currently in legislation also window for review is 2 yrs	Interlock under CCC only	Currently 5 year abstracts
YT	Under review	Under review	Under review
NT	Not at the present time	Interlock program currently in development, legislation is in force; however it does not extend to the 3 x 0.05% BAC as yet	Item 6- 24 hour suspensions are recorded on a person's driving record and stay for 3 years.
NU	Under consideration	Under consideration	Under consideration

KEY COMPONENTS OF STRID STRATEGY TO ADDRESS LOWER BAC DRINKING DRIVERS

Juris	Item 7	Item 8	Item 9
BC	Driver with 0.05% suspension to pay licence reinstatement fee of \$150-\$300; more suspensions within 3 yrs=increased fees	Ongoing education campaign to inform public about new 7-14 day 0.05% licence suspension program	ASD calibrated to show "warn" at 0.05% BAC level; if driver blows "warn", police must immediately seize his or her licence
	No fees for 24-hr prohibition.	No current licence suspension.	Prohibited from driving for 24 hrs if police believe driver ability affected by alcohol or drugs; 24-hr prohib. issued at roadside.
AB	Under review	Under review	Under review
SK	Under Safe Driver Recognition (SDR) financial penalty imposed, lose 4 pts in SDR, (equivalent to \$100); 2nd 24-hr suspension within 5 yrs leads to \$200 fine	General dr/driv consequences included, using washroom, theatre, radio advertising Nothing specific for low BAC suspensions	Not looking at this right now
MB	\$50 licence reinstatement fee		Apr. 98 - 24 hr immediate roadside suspension for "warn" at .05% BAC
ON	\$150 Administrative Monetary Penalty is imposed upon reinstatement from the 3, 7, or 30-day licence suspension	New escalating sanctions for drivers with BAC of 0.05% or more (effective May 1, 2009) will be accompanied by appropriate communications to public	ASD shall not be calibrated to register "Warn" if BAC is less than 0.05%; Police request driver licence at roadside; All driver licences must be returned to MTO

KEY COMPONENTS OF STRID STRATEGY TO ADDRESS LOWER BAC DRINKING DRIVERS

Juris	Item 7	Item 8	Item 9
QC	Not applicable	Not applicable	Not applicable
NB	Under review	Under review	.05 to .08% BAC results in 24-hr suspension, this is under review
NS	Under review	Under review	Under review
PE	Under review	Several educational and awareness programs	If driver blows warn, police may return driver's license to Highway Safety
NL	Reinstatement \$100	Any changes would require education campaign	BAC of .05 requires 24 hr suspension only
YT	Under review	Pending review	Under review
NT	There is a \$200 reinstatement fee for the 90-day suspension. There is no reinstatement fee for the 24-hour or 30 day administrative licence suspensions.	Not at the present time	Unsure of current police procedure, however this is in line with the legislation, aside from the 7 to 14 day suspension part
NU	Under consideration	Under consideration	Under consideration

SASKATCHEWAN

STRID 2010: IMPAIRED DRIVING INITIATIVES IN 2008

♦ Education and Awareness

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

Enforcement Overdrive (an enhanced impaired driving enforcement program) acts as an education tool for officers that do not regularly get involved with impaired driving. Officers signing up for the enhanced program get experience looking for impaired drivers that they take to their regular shift duties as well. This program continued in five major SK cities (Regina, Saskatoon, Estevan and Prince Albert, **Moose Jaw as well as RCMP jurisdiction**) in 2007

2008 saw the expansion of Enforcement Overdrive to the final municipal police force in the province, Weyburn. This program now runs in all the police services in the province

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

The P.A.R.T.Y. (Prevent Alcohol Related Trauma in Youth) has been implemented in many high schools around the province, with the assistance and participation of Health Region staff, EMTs and police officers.

High school presentations are done in First Nation and Metis communities by SGI staff, when requested by the school.

In 2008 SGI commissioned a First Nations theatre group to develop and tour a play about impaired driving and other road safety issues to schools in First Nations communities. We visited 12 schools in the fall of 2008.

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

In 2007, SGI ran an advertising campaign (washroom, radio) that highlighted the consequences (cost to driver- financial, time, etc.) of drinking and driving. SGI also used big-screen movie theatres' advertising to highlight the consequences of drinking and driving.

In 2008 SGI added e-boards in licenced establishments to emphasize the costs associated to drinking and driving.

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

In Saskatchewan, SGI's advertising campaign in 2007 and 2008 targeted the adult male population that goes for a few after-work population. Television, radio, posters and billboard advertisements were included.

In 2007/08, the young male audience continued to be the primary target. A more general Christmas campaign, using TV and billboards, targeted the holiday-party public. Radio ads played before, during and after football games were aimed at the CFL Saskatchewan Roughrider fans, encouraging the use of a designated driver.

- *Other*

SGI works closely with Students Against Drinking and Driving to establish chapters in schools all over Saskatchewan that bring awareness to drinking and driving to the community level. **In 2007, SGI partnered with SADD to create an ad campaign for young people to remind them that they are not invincible of risk-taking activities like drinking and driving. This campaign continued in 2008 in theatres and wit the distribution of posters.**

◆ **Role of Policing**

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

none that I am aware of

On July 1, 2006, Saskatchewan enacted the Traffic Safety Act and it included the authority for law enforcement to use the Standard Field Sobriety Test at the roadside. **This initiative continued in 2008.**

- *Streamline procedures for processing drinking drivers.*

SGL worked with the police on the development of a form for the 90-day administrative suspension. **Through continued discussions with the police in 2008, the forms have been accepted by both agencies.**

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

SGL continues to provide funding to 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, SGL highlights the need to lay more Criminal Code charges rather than solely issuing 24-hour suspensions.

There was a legislation change on July 1, 2006 to impose a 15-day suspension for a second .04 BAC in a two-year period. As well as a change for enforcement personnel to impose a 24-hour suspension for refusing a Standard Field Sobriety Test. This was still in place in 2008.

- *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.*

(none)

- *Other*

(None)

◆ **Policy/Legislative Initiatives**

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

The following initiatives were introduced in Saskatchewan

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, amended in 2004 & 2006)
 - a) first offence leads to 24-hour suspension
 - b) second offence leads to 15-day 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.
4. Assignment of 4 demerit points in Saskatchewan's Safe Driver Recognition Program (SDR) for people issued a 24-hour or 30-day suspension. Drivers lose their vehicle license plate insurance discount and face a financial penalty if they are in the penalty zone.

The above initiatives were in place in 2008.

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

In 2008, refusing a request for a drug evaluation became equivalent to declining a breath test for alcohol and is deemed as a *Criminal Code* offence. Police who suspect a driver of being impaired by any drug (licit or illicit, prescription or over-the-counter) can request that a driver complete a Standardized Field Sobriety Test. If found to be impaired, the driver must submit to a mandatory Drug Evaluation and Classification (DEC) assessment, which is a 12-step process that requires the driver to provide a blood, saliva or urine sample. A refusal or failure to comply with a request to complete an evaluation carries the same immediate roadside suspension as failing or refusing to provide a breath test. A driver's licence could be suspended from 24 hours to 90 days.

- *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.*

Legislation has been passed to extend the look-back window from 5 years to 10 years. This took effect on January 1, 2005 at which time the window began to grow from 5 years. On January 1, 2010, the full 10 year sliding window will be in effect.

- *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. Effective February 1, 2007, the program was expanded to allow repeat offenders to participate in the program. Sanctions were also developed to extend the interlock periods if drivers are not violation free during the last three months. There was no activity on this in 2008.

- *Other*

Automatic Licence Plate Recognition (ALPR) cameras were purchased for two police services (Regina and Prince Albert) in 2007, to help identify suspended and disqualified drivers (those that have not participated in the sanctions necessary to reinstate their licence after being convicted in drinking and driving offenses).

In 2008, a third ALPR camera was purchased for Estevan Police Service.

◆ **Health Promotion**

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

SGL completed a final report evaluating the Addiction Screening and Assessment program.

♦ Linkages

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

Partnerships with agencies in health care and injury prevention have been made and continue to be strengthened.

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

Linkages with the enforcement community continue to be strengthened through partnerships (e.g., Enforcement Overdrive) and active selective traffic enforcement programs ("STEP").

- *Other*

SGI continued its partnership with the Federation of Saskatchewan Indian Nations (FSIN) to train aboriginal instructors for the Drive Without Impairment Program and to provide courses on First Nations reserves.

♦ Other Activities

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

(No activity)

