

SASKATCHEWAN FEDERATION
OF POLICE OFFICERS



DRIVING UNDER THE INFLUENCE AWARENESS

Saskatchewan has Strengthened Impaired Driving Legislation

Changes build on laws implemented in 2014 to strengthen impaired driving legislation in Saskatchewan.

- Experienced drivers who are charged for the first time with having a blood alcohol content (BAC) over .04 will have their vehicle seized for three days;
- There will be zero tolerance for drugs and alcohol for all drivers 21 and under and all new drivers; and
- Ignition interlock laws will be the strongest in Canada, with mandatory ignition interlock for drivers who register a BAC of .16 or greater or refuse to provide a breath sample (1st offence - two years; 2nd offence - five years; 3rd and subsequent offence - 10 years).



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Premier of Saskatchewan

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The Government of Saskatchewan is pleased to support the Saskatchewan Federation of Police Officers' (SFPO) Annual Crime Prevention Guide. This year's guide focuses on the devastating effects of impaired driving.

Every year, too many Saskatchewan people are killed on our roads because someone chose to drive while under the influence of alcohol or drugs. Our government takes impaired driving seriously and we are taking steps to promote safer roadways for all Saskatchewan drivers and their passengers. Tougher penalties and initiatives, such as SGI's Ignition Interlock and Report Impaired Drivers (RID) programs, are important tools to deter impaired driving. These efforts are complimented by drug and alcohol awareness education in our schools. We must all be vigilant in delivering a strong message on the consequences of driving under the influence.

Founded in 1962, the SFPO continues to serve as the collective voice of over 1,300 Saskatchewan municipal and civilian personnel. All proceeds raised from this publication go directly to support improvements in law enforcement and to the SFPO to contribute to community-based programs.

Thank you to the SFPO and to all active police personnel for your commitment to keeping our communities safe.

A blue ink signature of Brad Wall, written in a cursive style.

Brad Wall
Premier



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The Saskatchewan Federation of Police Officers represents over 1,300 police personnel from six municipalities in Saskatchewan: Regina, Saskatoon, Prince Albert, Moose Jaw, Weyburn and Estevan. The SFPO is comprised of 8 police associations from each of those cities including senior officer associations in Regina and Saskatoon.



FROM THE PRESIDENT



Dear Supporter,

As President of the Saskatchewan Federation of Police Officers, I am proud to introduce our 8th Annual Crime Prevention Guide, focusing on Driving Under the Influence.

On behalf of the 1,300 men and women representing the Saskatchewan Federation of Police Officers, I encourage you to read through this year's Guide.

Our dedicated members of the Saskatchewan Federation of Police Officers work hard every day to ensure the public's safety, keep their communities safe and build public trust. Our officers in Saskatchewan continue to build relationships within our communities and we value these partnerships.



Thanks to all for the contributions and support by many individuals, businesses and organizations throughout the province who make this publication possible through your generous donations.

Thank you for continuing to work together to build safe communities throughout Saskatchewan.

Sincerely,

A handwritten signature in black ink, appearing to read "Casey Ward".

Casey Ward

President

Saskatchewan Federation of Police Officers

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FROM THE PUBLISHER



“Providing quality, professional marketing and fundraising services on behalf of high-profile, non-profit organizations.”

The Saskatchewan Federation of Police Officers publishes their **Annual Crime Prevention Guide** to educate the public on important community concerns, such as this **8th Annual Crime Prevention Guide** targeting the very serious problem of **Driving Under the Influence**. The consequences of driving under the influence of drugs or alcohol are all too often tragic, and it is a very serious concern for all citizens of our Province.

This publication is made possible as a result of financial contributions from residents and business representatives throughout Saskatchewan, and with their generous support, the **SFPO** is able to give back to their communities through donations to various local charities and youth programs.

On behalf of the **SFPO**, I would like to take this opportunity to sincerely thank each and every contributor to our 2016 Telephone Appeal, making it possible for this unique publication to be distributed to schools, libraries and public facilities, and also it's also available online at **saskpolice.com**, making it available to everyone as a tool to educate and promote **DUI Awareness**.

Your comments and suggestions regarding these publications are always welcome and we look forward to speaking with you each year during our Annual Telephone Appeal.

Respectfully,

A handwritten signature in blue ink that reads 'Mark T. Fenety'. The signature is fluid and cursive, with the first name 'Mark' and last name 'Fenety' clearly distinguishable.

Mark T. Fenety
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STUDENTS AGAINST DRINKING & DRIVING



Proceeds from our 8th Annual Crime Prevention Guide allowed SFPO to make a \$5,000.00 donation to SADD to support their program objectives:

- Continually strive to bring deaths due to impaired driving in Saskatchewan down to zero. We believe this goal can be achieved using the following objectives.
- Expand the scope of the SADD program so that it reaches larger segments of society with its impaired driving prevention message.
- Work to establish greater continuity within local SADD chapters and the provincial SADD organization.
- Save lives and prevent injuries caused by impaired driving through education.
- Influence/initiate legislation and public policy in areas related to impaired driving.



SFPO President Casey Ward presenting a \$5,000 donation to SADD President Carley Macechuk.

CONTACT US!

Tim Spelliscy
Provincial Director
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\$4000 was raised from this youth event, with proceeds donated to: Breakfast Programs at local schools, Estevan Family Center & Habitat for Humanity



EPOMO GOLF TOURNAMENT



Cheque presentation to 'St. Joseph's Hospital Foundation' and the EPOMO Tourney

\$5666 was raised from our '2nd Annual' EPOMO (Estevan Police Officers Memorial Open) Golf Tournament.

This tournament is organized by the EPA & the RCMP. Proceeds went to purchasing new equipment for the St. Joseph's Hospital.



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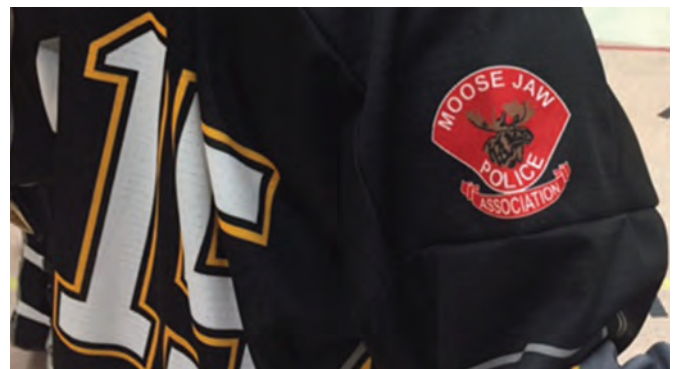
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"Together We Make a Difference"



In June of 2015, we began construction on Saskatchewan's first and only Bicycle Skills Park. The project was finished in October 2015 and we hosted a grand opening in July 2016. The bike park was our way of creating a positive legacy in our community and promoting vitality with our youth. After two years of planning and organizing, we began construction after raising over \$80,000 for the project. All told, the project had a civic value of over \$300,000 after factoring all of the in-kind and volunteer donations! The MJPA funded the design of the park, organized the project, supplied the necessary volunteer effort and engaged in fundraising to complete the project. Overall, the project has received overwhelming public support and positive feedback.



The Moose Jaw Police Association has a very strong and active relationship with the Moose Jaw Special Olympics. In October 2016, the Moose Jaw Police Association sponsored the Moose Jaw Special O Team and helped purchase new jerseys for the team. The Special O Team now proudly displays our logo on their jerseys.

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In December 2016, the Moose Jaw Police Association and the Kinsmen Club also sponsored a "Shop with Cops" event. This initiative allows children to pick a present for their mom and dad or guardians, wrap it with the help of an officer and finish off by creating a card to put on top. Roughly 80 children from the two local schools were able to get into the Christmas spirit and have a present to put under the tree when they arrived home after school. We wanted to teach the kids about giving back and about the gift of giving.



In December 2016, the Moose Jaw Police Association sponsored the Christmas Tweets project. Cst Brittainy Clement from MJPS, along with Cst Warnar from RPS, did vehicle stops in Moose Jaw and Regina and rewarded drivers with good driving behaviour by giving away Tim Hortons gift cards. They also gave teddy bears to kids in car seats and wearing seatbelts.



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In February 2017, the Moose Jaw Police Association sponsored and participated in the Law Enforcement Torch Run (LETR) Polar Plunge. The MJ District raised over \$14,000 for Special Olympics Saskatchewan and the Special Olympic Saskatchewan Athletes.



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MOOSE JAW POLICE ASSOCIATION



"Together We Make a Difference"



In April 2017, the MJPA again enjoyed a friendly game of floor hockey with the Special Olympics team. We have made this game an annual event that both teams very much look forward to, and this year's game was very well attended. As in other years, the police team was easily outplayed and lost by a large score. The MJPA also teamed up with the Special Olympics again for some curling, bocce ball and bowling.

June 2017 Moose Jaw was the host city for the 2017 Special Olympics Summer Games. Approximately 350 athletes from around the province attended to compete in various events. There were Law Enforcement members in attendance from all across Saskatchewan from various agencies: Moose Jaw Police Service, Saskatchewan Commercial Vehicle Enforcement Officers, 15 Wing Military Police, Saskatoon Police Service, Saskatchewan Justice Sherriffs, Canadian Pacific Police Officers, Moose Jaw RCMP, and RCMP Depot members.

As well, the Moose Jaw Police Association donated money to local charities and organizations including the "Better Together" Food Drive, Moose Jaw Minor Hockey, the Carnival Dance Competition, and the Flying Fins Swim Club.



-Taylor Mickleborough

President of the Moose Jaw Police Association



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This year the Prince Albert Police Service was proud to present individual cheques in the amount of \$1,050 to the Prince Albert Special Olympics, Prince Albert Food Bank and the Prince Albert YWCA – Settlement Program.

The Prince Albert Police Service would like to thank Versaterm for their continued support.



Congrats to Prince Albert Police Service Communications Operators Laureen Olsen and Randi Maschak who were the recipients of the provincial Sask911 Award for 'Excellence in Teamwork' for their work done during a critical call. They were recognized with this award out of all the Fire, Police, Ambulance dispatch centres in the province. The banquet was on April 12, 2017.



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REGINA POLICE ASSOCIATION

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It has been a busy year for the Regina Police Association. The Regina Police Association continues to advocate for its members and promote mental and physical health throughout the Association.

The Regina Police Association continues to give back to the community they police. At our Annual Retirement Gala we hosted a 50/50 Draw and Cpl Colin Hegi was able to present a cheque on behalf of the Regina Police Association to Robbie and Chelsea of the Special Olympics.



Our work continued with the Special Olympics and our members attended the Cora restaurant for the fundraiser supporting the Law Enforcement Torch Run for Special Olympics.

Chief Troy Hagen retired in 2016 and shortly after Chief Evan Bray was named the new Chief of the Regina Police Service. Chief Bray immediately entered the Regina Police Service Half Marathon and was escorted by members of the Regina Police Service SWAT Team.



The Regina Police Association Veterans ran their Annual Show and Shine car show. They had a record number of entries and were able to donate \$4,000 to the Salvation Army.



Members of the Regina Police Association also attended Lobby Day in Ottawa. This coincides with our Canadian Police Association Executive Board Meeting. It was a great day meeting with our senators and Members of Parliament.



The Regina Police Association also holds many event for its members and their families. This includes an Annual Retirement Gala and a Children's Christmas Party. We also support many of our local teams including the University of Regina Cougars and the Regina Rams. Recently over 180 members attended a Regina Red Sox Game where the Regina Police Association President Casey Ward was asked to throw out the first pitch.

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We encourage people to strive for unity amongst themselves and with others. We believe our families are the cornerstone of our communities; we need to protect our families and especially our children. We must learn to live in peace and to treat all people with respect and with dignity for we are all made by the same Creator.

— Chief and Council, Ochapowace Nation



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REGINA POLICE ASSOCIATION



He delegated this duty to his son Ajay. It was a wonderful evening and the Regina Red Sox rewarded the crowd with an amazing win.



As always the Regina Police Association members continue to work with the City of Regina in making the city a safe community. The 550 men and women of the Regina Police Association work day and night to ensure public safety and work to build relationships throughout our community.

Casey Ward

President of the Regina Police Association



The RPS had members wearing their bike shorts and helmets for the Ride Don't Hide Regina event. This annual 5k, 25k and 90k cycling event is in support of mental health awareness.



Congrats to RPS Cst Warnar (@RPSTrafficUnit on twitter) & MJ Police officer Cst Clement (@CstBrittany on twitter) on receiving the "Community Builder" award, from their #xmastweets campaign back in December! Bridging communities and public safety awareness with a positive twist.



A team of Regina Police Association members played a great game of soccer vs the Special Olympics Regina Raiders team. The Raiders won in an exciting match!



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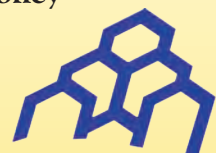
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Driving under the influence continues to be a serious problem in Saskatchewan and across Canada. We encourage everyone to never drink and drive - call a friend, take a taxi or use public transit to get home.

-Yorkton City Council
 & Mayor Bob Maloney

City of 
Yorkton



SASKATOON POLICE ASSOCIATION

"Honour - Spirit - Vision"



Cst Mikhsila Bird of the Saskatoon Police Association presents a donation of \$5,000 to Child Find Saskatchewan President Phyllis Hallatt.



This year's Community BBQ was another success! We're thrilled to announce that we raised \$1,250 for the Law Enforcement Torch Run for Special Olympics Saskatchewan. Thank you to all of our members who volunteered to get a little wet for a good cause - it was definitely worth it!



Marching in the Pride Parade was a great way to cap off the 2017 Saskatoon Pride Festival. It was a privilege for us to again be a part of this year's Parade, the largest one to date! Thank you to the organizers, participants and spectators that lined the streets to celebrate diversity and inclusion in our community. It was truly amazing to see and be a part of.



This July, welcomed nine new members to the Police Service. They will begin their 20 weeks of training at the Saskatchewan Police College shortly and look forward to serving our community faithfully upon graduation in December.

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FACTS ABOUT DRINKING AND DRIVING IN SASKATCHEWAN

- A drinking driver is involved in four out of every 10 fatal collisions.
- There is a drinking driver in approximately one out of seven collisions where someone is injured.
- Of the 54 people killed, 35 were drivers, 10 were passengers and nine were pedestrians.
- Of the 54 people killed, 28 were killed on provincial highways, 14 on rural roads, six on urban streets and six on First Nations roads.
- Those aged 25-34 are involved in the most alcohol-related collisions.

THE IMPAIRING EFFECTS OF ALCOHOL ON THE BRAIN

Alcohol affects everyone differently. Blood alcohol content (BAC) may be affected by age, gender, physical condition, and amount of food consumed, medication and other factors. Also, different mixed drinks contain different amounts of alcohol, so it's important to know how much alcohol has been consumed, not just how many drinks the person has had.

Sequence of effects on the body

Alcohol is absorbed into the blood stream very quickly. As blood alcohol levels start to rise, the brain becomes increasingly sedated or drugged.

Judgment

The first part of the body affected by alcohol is the brain, particularly the part of the brain that allows you to think clearly and make good decisions. Its sedative effects impair judgment in a way that is usually not noticed by the drinker. The part of the brain that controls social inhibitions is also affected, causing people to say and do things they normally would not. These effects start with one drink.

DRINKING, DRUGS & DRIVING

Muscle control

The second part of the body affected by alcohol is muscle control. Due to the small muscles in the eye being very susceptible to the effects of alcohol, vision can be significantly affected, even at low alcohol levels.

Many people wrongly assess their ability to drive after drinking by observing physical dexterity (staggering, etc.). This is incorrect as the greatest percentage of alcohol-related collisions result from faulty thinking during the identification, prediction and decision parts of the driving task and not as a result of poor execution (steering, braking, etc.).

The brain functions that are first affected by alcohol consumption are not only important to our ability to drive safely, but are the same ones required to make rational decisions about not driving after drinking. For this reason, you must make the decision to separate your drinking and driving and make the necessary alternate transportation plans before you have that first drink! It does not make sense to drive after drinking. For more information on the effects of alcohol and drugs, contact your nearest Alcohol and Drug Services office.



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HOW ALCOHOL AFFECTS YOU

BAC	Typical Effects	Predictable Effects on Driving
.02%	<ul style="list-style-type: none"> Some loss of judgment Relaxation Slight body warmth Altered mood 	<ul style="list-style-type: none"> Decline in visual functions (rapid tracking of a moving target) Decline in ability to perform two tasks at the same time (divided attention)
.05%	<ul style="list-style-type: none"> Exaggerated behavior May have loss of small muscle control (e.g., focusing your eyes) Impaired judgment Usually good feeling Lowered alertness Release of inhibition 	<ul style="list-style-type: none"> Reduced coordination Reduced ability to track moving objects Difficulty steering Reduced response to emergency driving situations
.08%	<ul style="list-style-type: none"> Muscle coordination becomes poor (e.g., balance, speech, vision, reaction time, and hearing) Harder to detect danger Judgment, self control, reasoning and memory are impaired 	<ul style="list-style-type: none"> Concentration Short-term memory loss Speed control Reduced information processing capability (e.g., signal detection, visual search) Impaired perception
.10%	<ul style="list-style-type: none"> Clear deterioration of reaction time and control Slurred speech, poor coordination, and slowed thinking 	<ul style="list-style-type: none"> Reduced ability to maintain lane position and brake appropriately
.15%	<ul style="list-style-type: none"> Far less muscle control than normal Vomiting may occur (unless this level is reached slowly or a person has developed a tolerance for alcohol) Major loss of balance 	<ul style="list-style-type: none"> Substantial impairment in vehicle control, attention to driving task, and in necessary visual and auditory information processing
.16% and greater	Extreme crash risk!	

Note: Guide based on averages - not for legal use. Information borrowed from Centre for Disease Control and Prevention.

LIKELIHOOD OF A CRASH

As the concentration of alcohol in the bloodstream increases, the body loses more and more of the functions required to drive safely. The increased likelihood of a crash begins long before drivers feel drunk or severely impaired. It is important to understand BAC and its impact on driving at various levels. Driving impaired, even at low levels, is a real gamble. **The only truly safe BAC is 0%.**

	.05-.09% BAC	.10-.14% BAC	.15+% BAC
Increased likelihood of a crash	11x	48x	380x



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DRINKING, DRUGS & DRIVING

CONTINUED

BAC AND TIME

Only time can eliminate alcohol from the body. You cannot successfully sleep off a night of heavy drinking in a few hours. If you go to bed intoxicated with a BAC of .25% and alcohol leaves the system at a rate of approximately .015% per hour, this might be a picture of what happens:

Time	Activity	Sample BAC
Midnight	goes to bed	.25
1 a.m.	sleeps*	.235
2 a.m.	sleeps*	.22
3 a.m.	sleeps*	.205
4 a.m.	sleeps*	.19
5 a.m.	sleeps*	.175
6 a.m.	sleeps*	.16
7 a.m.	gets up for work	.145
8 a.m.	feels dry mouth	.13
9 a.m.	at work	.115
10 a.m.	still legally intoxicated	.1
11 a.m.	spills coffee	.085
Noon	still feels tired	.07
1 p.m.	mind feels foggy	.055
2 p.m.	feeling irritable	.04
3 p.m.	starting to feel better	.025
4 p.m.	head clearing	.01
5 p.m.	goes home	.00

* Very restless sleep with a lot of tossing and turning.

Note: The above situation is only an example. Alcohol effects each person differently.

PRESCRIPTION AND OVER-THE-COUNTER DRUGS

Depressant drugs

Like alcohol, other depressant drugs include sedatives or tranquillizers (used to treat anxiety, depression and sleeping disorders, e.g., valium), antihistamines (often used in flu, allergy and hay fever remedies) and painkillers. These drugs slow down your brain and body; they blunt alertness and reduce motor coordination. This affects a person's ability to drive safely in a way similar to alcohol. Any drug that causes

drowsiness can also affect a person's ability to drive safely.

People who drive after using any type of depressant can't react as quickly when they need to. Their vision is affected, and may be blurred or doubled. Depth perception is altered, making it hard to tell whether other vehicles, pedestrians or objects are close or far away. Their driving is more likely to be careless



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DRINKING, DRUGS & DRIVING

CONTINUED

or reckless – weaving, speeding, driving off the road, and (too often) crashing.

If the label advises against operating heavy machinery, consider it a warning not to get behind the wheel of a vehicle.

Stimulants

Stimulant drugs, such as caffeine and amphetamines, may increase alertness, but this does not mean they improve driving skills. The tired driver who drinks coffee to stay awake on the road should be aware that the stimulant effect can wear off suddenly, and that the only remedy for fatigue is to pull off the road and sleep. Amphetamines do not seem to affect driving skills when taken at medical doses, but they do make some people over-confident, which can lead to risky driving. Higher doses of amphetamines often make people hostile and aggressive.

If you think drug taking has little, or even a positive impact on your driving, you could be tragically mistaken. It's important to bear in mind that it can be hard to determine exactly how a drug will affect your driving ability – impairment caused by drugs can vary according to the individual, drug type, dosage, the length of time the drug stays in your body, or if the drug has been taken with other drugs or alcohol.

When taking prescription or over-the-counter medications, it is wise to consult with your doctor or pharmacist before driving.

ILLEGAL DRUGS

Illegal drugs impair your driving. They can alter your perception of time and what you see. They can make you hallucinate or miss things you should see. They can put you to sleep.

Marijuana

Some people think that marijuana is a safer substitute to drinking, but it can cause concentration to wander, which can affect reaction times. It can also cause paranoia, drowsiness, distorted perception and a sense of disorientation – all of which could cause you to lose control at the wheel.



Marijuana is the most commonly traced drug in drivers. Even though the effects fade after a matter of hours, it can be detected in the blood for up to four weeks. In theory, this can compromise the driver if they tested positive, even if their driving wasn't adversely affected at the time.

Some experts claim that smoking a marijuana joint has roughly a similar level of impairment on driving ability as drinking four pints of beer. Also, reports show that in the majority of fatal collisions where marijuana has been detected in a driver's body, alcohol has also been detected. Alcohol alone or in combination with marijuana increases impairment, collision rate and collision responsibility (the same can be applied to other drugs too).

Cocaine

This is a psycho-stimulant that can lead to misjudging driving speed and stopping distances. It can also cause a distorted sense

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DRINKING, DRUGS & DRIVING

CONTINUED

of light and sound and a feeling of overconfidence, which can lead to aggressive and erratic driving. While it can make you feel alert at first, the effects wear off quickly, leading to an increased danger of falling asleep at the wheel.

Ecstasy

A stimulant drug with hallucinogenic properties, ecstasy can distort your sense of vision and heighten your sense of sound. Your concentration can be affected, while you may become over-confident and more likely to take dangerous risks.

Ketamine, LSD and magic mushrooms

Drugs such as these with hallucinogenic properties can strongly influence the senses, so drivers may react to objects or sounds that aren't there and place themselves and other road users in danger. Coordination skills are likely to be greatly affected, and you may experience anxiety, blurred vision and a sense of detachment from reality – all of which could be deadly on the road.

Speed (amphetamine)

While amphetamines might give you a sense of heightened alertness and confidence, they can be highly dangerous for drivers as they distort your perceptions and can make you feel anxious, prone to panic attacks and lose coordination.

Drug-impaired driving is considered as serious an offence as alcohol-impaired driving, and carries the same penalties.

There are no illegal drugs that improve your driving. They all make it worse. Do not drive after using any drugs.



DRINKING AND DRUGS COMBINED

Many people think that driver impairment is caused exclusively by ingestion of alcohol. The truth is that the alcohol in one's body will determine their blood alcohol level. However, if that person already has another drug in their system, the impairing effect on the functioning of the central nervous system (brain) is far greater than the impairing effect of the alcohol and the impairing effect of the other drugs combined; it is not a simple adding together of impairment, but rather a multiplier effect!

This is the synergistic effect! What it means is that the whole is greater than the sum of its parts, or $1+1 = \text{more than two}$. When combining drugs and alcohol it causes a multiplying effect. This has an unpredictable effect on driving and can be deadly.



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DRINKING, DRUGS & DRIVING

CONTINUED

Perhaps a few real life examples would be helpful to understand this synergistic effect.

Assume that a drink is:

- 1 bottle of regular alcohol content beer; or
- 5 ounces table wine; or
- 3 ounces fortified wine (port or sherry); or
- 1-1/2 ounce hard liquor (rye, rum, vodka etc.).

Combined with:

- anti-depressants
- gravol
- antihistamines
- valium

We find that there is a predictable synergistic effect related to the level of impairment caused by a certain number of drinks when combined in this manner.

It must be noted that the dosage of the drug will have a serious effect on the "equivalence to number of drinks" estimates. Hydroponically grown marijuana, for example, is much stronger than the light dosage drug used in compiling the figures for this chart.

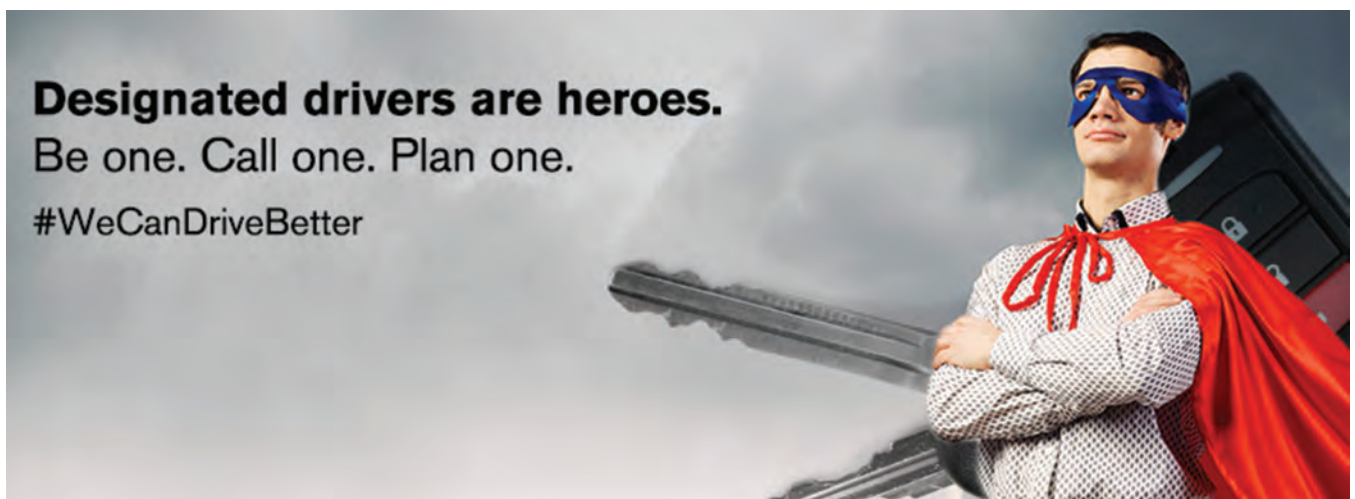
In all cases, the Intoxilyzer reading would indicate just the blood alcohol level caused by two drinks, but the actual impairment of central nervous system function would be equivalent to a much higher blood alcohol level.

Understanding the synergistic effect of alcohol combined with other drugs could be a lifesaver.

www.gov.sk.ca

Number of Drinks	Combined With	Equivalent to Number of Drinks
2	Antihistamine (Cold Remedy)	= 4 to 5
2	Marijuana (1 joint)	= 5 to 6
2	Tranquilizer (Valium – normal dose)	= Approximately 6
2	Gravol	= Approximately 6

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DRINKING, DRUGS AND DRIVING CONSEQUENCES

Impaired driving can result in driver's licence suspensions, alcohol and drug education programs, fines, penalties and fees.

The **Traffic Safety Act** along with the **Driver Licence and Suspension Regulations**, and the **Vehicle Impoundment Regulations** provide SGI (Saskatchewan Government Insurance) with authority over driving rules and the consequences of not following them.

WHO DO THESE CONSEQUENCES APPLY TO?

New drivers - if you are caught with any amount of alcohol or drugs in your system you will be suspended at roadside and face other consequences such as vehicle impoundment. There is zero tolerance for alcohol and drugs.

Experienced drivers - the provincial legal limit is .04 Blood Alcohol Content (BAC) and under. Drivers that register a BAC exceeding .04 to 0.08 (warn range) will lose their licence and face other consequences such as vehicle impoundment.

The administrative consequences for Criminal Code offences such as exceeding .08 BAC, refusing a breath test or Standardized Field Sobriety Test (SFST) applies to all drivers along with vehicle impoundment and other consequences as outlined in the table below.

Note: Refusing a breath test or an SFST will result in a charge under the Criminal Code and an immediate roadside suspension will remain in effect until the charges are resolved in court. Non-alcohol related Criminal Code convictions require completion of alcohol and drug education programs.

ADMINISTRATIVE CONSEQUENCES AND COSTS

Administrative Consequences	Warn Range			Fail Range (Over .08) or Refusal
	Zero drug and alcohol tolerance for all new drivers - and drivers under 19 years of age			
	Experienced drivers with .04-.08 BAC			
	1 st Offence	2 nd Offence (within 5 years)	3 rd and Subsequent (within 5 years)	All Drivers (within 10 years)
Immediate Roadside Licence Suspension ²	Experienced driver - 3-day suspension	Experienced driver - 21-day suspension	Experienced driver - 90-day suspension	Criminal Code charges immediate roadside administrative suspension until charges are resolved.
	New driver - 60-day suspension	New driver - 120-day suspension	New driver - 18-month suspension	
Vehicle Impoundment ²	New driver - 3 days	All drivers - 7 days	Experienced driver - 14 days New driver - 7 days	All drivers - (.08 to .15 BAC) - 30 days - (.16 & over) or refusal - 60 days

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DRINKING, DRUGS AND DRIVING CONSEQUENCES

CONTINUED

Estimated Minimum¹Towing, Storage Costs	\$190	\$250	7 day - \$250 14 day - \$355	30 day - \$595 60 day - \$1,045
Safe Driver Recognition²	\$0 - \$1,000	\$0 - \$1,000	\$0 - \$1,000	-(.08 to .15) BAC - \$1250 -(.16 & over) or refusal - \$2250 ⁸
Impaired Driving Education Programs	Experienced driver - DWI New driver - DWI	Experienced driver - ADE New driver - ADE	All drivers - Addiction assessment	All drivers - 1st offence - DWI - 2nd offence - ADE - 3rd & subsequent - addiction assessment
Impaired Driving Education Program Costs	\$150 for DWI	\$450 for ADE		\$150 for DWI or \$450 for ADE if required
Ignition Interlock Requirement	n/a	New driver - voluntary ignition interlock after 60 days for 120 days	Experienced driver - Mandatory ignition interlock for 365 after 90-day suspension New driver - Voluntary ignition interlock after 365 days for 365 days	All drivers - 1st offence - 1 year - 2nd offence - 2 years - 3rd & subsequent - 5 years
Ignition Interlock Cost	n/a	\$545	\$1,185	\$1,185 - \$5,025
Estimated Total Cost	\$340 - \$1,340	\$1,245 - \$2,245 ⁷	\$1,435 - \$2,540 ⁷	\$3,180 - \$8,770 ⁷
Criminal Charges	n/a	n/a	n/a	Possible ⁸

Footnotes

1. New drivers include anyone in the Graduated Driver Licensing (GDL) program or Motorcycle GDL program (Endorsement 6, M1, M2) and anyone with a restricted or provisional licence.
2. Roadside suspensions are separate and distinct from any charges a driver faces in court.
3. Mandatory vehicle impoundment.
4. Based on rates for vehicles under 5,500 kg and urban towing and storage costs.
5. Penalties are assessed through the Safe Driver Recognition (SDR) program - amount depends on driver's safety rating.
6. Criminal Code convictions for causing injury or death will result in a \$2,500 penalty.
7. Based on the maximum amount.
8. Plus legal costs, court fines and penalties.



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DRINKING, DRUGS AND DRIVING CONSEQUENCES

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IMMEDIATE ROADSIDE LICENCE SUSPENSIONS

Immediate roadside licence suspensions are provincial suspensions that are issued to drivers who are operating a motor vehicle with a Blood Alcohol Content (BAC) between zero and .08 or who are under the influence of drugs.

There are 3 types of immediate roadside administrative licence suspensions:

1. New driver immediate roadside administrative suspensions

- Zero tolerance for alcohol and drugs

2. Experienced driver immediate roadsides administrative suspensions

- BAC of .04 to .08 (warn range)
- Fails or refuses a Standardized Field Sobriety Test (SFST) for drugs

3. Indefinite roadside administrative suspensions (for all drivers)

- BAC over .08 (fail range)
- Refuses to provide a breath sample/comply with a demand
- Over .08 BAC and refusal causing injury or death

ROADSIDE SUSPENSION SUMMARY CHART

Number of Offences	Low BAC Roadside Suspensions						High BAC Roadside Suspensions
	New Driver (Zero to .08 or drugs)		Experienced Driver (.04 to .08 and drugs)				New and Experienced Drivers (Over .08 or Refusal)
1st Offence	60 day	-	-	3 day	-	-	Indefinite
2nd Offence	-	120 day	-	-	21 day	-	Indefinite
3rd & Subsequent Offence(s)	-	-	18 month	-	-	90 day	Indefinite

New drivers

New drivers are any driver who:

- is under 19 years old
- is a Class 7 driver
- is a Class 5 Novice 1 or Novice 2 driver
- holds a driver's licence equivalent to Class 7 or Class 5 Novice 1 or Novice 2 from another jurisdiction
- has not held a driver's licence in the last 5 years
- has an out-of-country driver's licence where licence class and restrictions cannot be determined
- holds an Endorsement 6, M1 or M2
- holds a restricted or provisional driver's licence

Experienced drivers

Experienced drivers are any driver who:

- is over 19 years old and is not in a graduated driver licensing program (GDL or MGDL)
- has a Class 5 or higher driver's licence
- holds an experienced M Endorsement (motorcycle)
- holds a driver's licence equivalent to a Class 5 or higher driver's licence and/or experienced M Endorsement from another jurisdiction



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NEW DRIVER ROADSIDE SUSPENSIONS

For new drivers¹ there is **zero tolerance for alcohol and drugs**. If you are caught with any amount of alcohol or drug impairment you will be suspended at roadside and face other consequences such as vehicle impoundment.

The chart below outlines the suspensions and consequences for new driver roadside administrative licence suspensions:

Zero to .08 Blood Alcohol Content (BAC) & Drug Offences Summary							
Number of Offences (Zero to .08 BAC or drug) 5 year look-back	Roadside Suspension	Vehicle Impounded	Required Program	Installation Period	Ignition Interlock Programs Must be Completed		SDR Points
1st Offence	60 day	3 days	Driving Without Impairment (DWI) ²	N/A	N/A	N/A	-4
2nd Offence	120 day	7 days	Alcohol and Drug Education (ADE)	120 days	Voluntary ¹	60 days	-4
3rd & Subsequent Offences	18 month	7 days	Addiction Assessment	365 days	Mandatory	365 days	-4

Footnotes

1. Ignition interlock is voluntary to have installed. Once installed it becomes mandatory and must remain installed for the required period regardless of the number of days remaining in the roadside suspension.
2. Must be completed within 120 days from the entry date of the suspension.

VEHICLE IMPOUNDMENT

When you are issued an immediate roadside administrative licence suspension as a new driver the vehicle you are driving will be impounded for the following number of days based on how many offences you have within the last 5 years:

Low Blood Alcohol Content (BAC) & Drug Offences		
Number of Offences (Zero to .08 BAC or drug)	Driver Type	Vehicle Impoundment Term
1st Offence	New driver	3 days
2nd Offence	New driver	7 days
3rd & Subsequent Offences	New driver	7 days



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DRINKING, DRUGS AND DRIVING CONSEQUENCES

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You have the right to appeal any vehicle impoundment. For more information about the Vehicle Impoundment Program and steps on how to appeal, and grounds on why you can appeal visit the **Vehicle Impoundment program appeals** page online at www.sgi.sk.ca.

PROGRAM REQUIREMENTS

After you are issued a roadside administrative licence suspension, you must complete an impaired driving education program before you can obtain a full driver's licence. For more

information and the costs of these programs, visit the **Impaired driving education programs** page online at www.sgi.sk.ca.

The following chart outlines the programs you must complete and the length of time you have to complete them:

- For a 1st offence you will receive your driver's licence back after 60 days, but if the course is not completed in 120 days you will be suspended until you complete the required program.

Low Blood Alcohol Content (BAC) & Drug Offences			
Number of Offences (Zero to .08 BAC or drug)	Driver Type	Required Program	Programs required to be complete within
1st Offence	New driver	Driving Without Impairment (DWI)	120 days
2nd Offence	New driver	Alcohol and Drug Education (ADE)	120 days
3rd & Subsequent Offences	New driver	Addiction assessment	18 months (full suspension term)

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DRINKING, DRUGS AND DRIVING CONSEQUENCES

CONTINUED

VOLUNTARY IGNITION INTERLOCK - 2ND OFFENCE

Once you complete the required **impaired driving education program** you have the option of waiting out your suspension term or installing an ignition interlock device for a longer period of time. If you choose to install the ignition interlock device you must keep it in for the mandatory number of days.

If the device is removed during the term you cannot wait out your suspension, you must re-install the device until you have it in for the required number of days. For more information and costs visit the **Ignition Interlock Program** page online at www.sgi.sk.ca.

The following chart outlines the suspension term that must be served and the minimum number of days that the ignition interlock device must be installed:

Low Blood Alcohol Content (BAC) & Drug Offences ³				
Number of Offences (BAC Zero to .08 or drug)	Driver Type	Required Portion of Suspension Term to be Served	Ignition Interlock Minimum Installation Term	Required Program Must be Complete
1st Offence	New driver	N/A	N/A	N/A
2nd Offence	New driver	60 days of 120 day suspension	120 days	X
3rd & Subsequent Offences	New driver	12 months of 18-month suspension	365 days	X

Footnotes

1. New drivers are any driver under 19 years of age, all drivers with a Class 5 licence or higher, those with an Endorsement 6, M1, or M2, and all restricted or provisional licence holders.
2. Required programs must be completed prior to installation of voluntary ignition interlock for 2nd and subsequent offences.
3. Voluntary Ignition Interlock means it is optional to participate in the program. Once installed, mandatory ignition interlock rules apply, and the device must remain installed for the minimum required period.

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DRINKING, DRUGS AND DRIVING CONSEQUENCES

CONTINUED

EXPERIENCED DRIVER ROADSIDE SUSPENSIONS

An experienced driver¹ that registers a Blood Alcohol Content (BAC) level between .04 to 0.08 (warn range) will lose their licence and face other consequences such as vehicle impoundment and mandatory ignition interlock.

The chart below outlines the suspensions and consequences for experienced driver roadside administrative licence suspensions:

Number of Offences (.04 to .08 BAC and drug) 5 year look-back	Roadside Suspension	Vehicle Impounded	Required Program	Installation Period	Ignition Interlock		SDR Points
					Programs Must be Completed	Suspension Served	
1st Offence	3 days	3 days	Driving Without Impairment (DWI)	N/A	N/A	N/A	-4
2nd Offence	21 days	7 days	Alcohol and Drug Education (ADE)	N/A	N/A	N/A	-4

Footnotes

1. Required programs must be completed within 120 days from the entry date of the suspension.
2. Ignition interlock must remain installed for an accumulated 365 days. If removed, the customer will remain suspended until it is re-installed.

VEHICLE IMPOUNDMENT

When a driver is issued an immediate roadside administrative licence suspension as an experienced driver the vehicle they're driving will be impounded for the following number of days based on how many offences they have had within the last 5 years:

Number of Offences (.04 to .08 BAC and drug) 5 year look-back	Roadside Suspension	Vehicle Impounded	Required Program	Installation Period	Ignition Interlock		SDR Points
					Programs Must be Completed	Suspension Served	
1st Offence	3 days	3 days	Driving Without Impairment (DWI)	N/A	N/A	N/A	-4
2nd Offence	21 days	7 days	Alcohol and Drug Education (ADE)	N/A	N/A	N/A	-4

Drivers have the right to appeal any vehicle impoundment. For more information about the Vehicle Impoundment Program and steps on how to appeal and grounds on why, please visit the **Vehicle Impoundment Program** page online at www.sgi.sk.ca.



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DRINKING, DRUGS AND DRIVING CONSEQUENCES

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PROGRAM REQUIREMENTS

After a driver is issued a roadside administrative licence suspension, they must complete an impaired driving education program before they can obtain a full driver's licence. For more information and costs of these programs visit the **Impaired driving education programs** page online at www.sgi.sk.ca.

The following chart outlines the programs they must complete and how long they have to complete them:

- For the 1st and 2nd offences they will receive their driver's licence back before the program has been completed. But if the course is not completed in 120 days they will be suspended until the required program is completed.
- For the 3rd offence, they must complete the addictions assessment program before installing the ignition interlock device.

Low Blood Alcohol Content (BAC) & Drug Offences			
Number of Offences (.04 to .08 BAC and drug)	Driver Type	Required Program	Programs required to be complete within
1st Offence	Experienced driver	Driving Without Impairment (DWI)	120 days
2nd Offence	Experienced driver	Alcohol and Drug Education (ADE)	120 days
3rd & Subsequent Offences	Experienced driver	Addiction assessment	Prior to ignition interlock installation

MANDATORY IGNITION INTERLOCK

For a 3rd roadside suspension within the last 5 years the driver must complete the required addictions assessment program and must install the ignition interlock device for 365 days before they can obtain a full driver's licence. They do not have the option of waiting out the suspension. They must keep the ignition interlock device in for the mandatory number of days and if the device is removed during the term the driver cannot wait out their suspension, they must re-install the device until they have had it in for the required number of days. For more information and costs of the program visit the **Ignition Interlock Program** page online at www.sgi.sk.ca.

The following chart (next page) outlines the suspension term that must be served and the minimum number of days that the ignition interlock device must be installed:



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Number of Offences (.04 to .08BAC and drug)	Driver Type	Required Portion of Suspension Term to be Served	Ignition Interlock Minimum Installation Term	Required Program Must be Complete
1st Offence	Experienced driver	N/A	N/A	N/A
2nd Offence	Experienced driver	N/A	N/A	N/A
3rd & Subsequent Offences	Experienced driver	Full 90-day suspension term	365 days	X

HIGH BAC ROADSIDE SUSPENSIONS

If you register a high Blood Alcohol Content (BAC) level exceeding .08 (fail range), refuse to provide a breath sample, or fail to comply with a demand at roadside, you will lose your licence immediately and face other consequences such as vehicle impoundment and mandatory ignition interlock.

The immediate roadside administrative suspension is indefinite and will remain in effect until you are convicted of the charges in court or the charges are stayed, dismissed or dropped by the Crown. The chart below outlines the suspensions and consequences for indefinite roadside administrative licence suspensions:

Offence	Offence Type	Immediate Indefinite Suspension	Vehicle Impoundment	Education/ Program	Safe Driver Recognition Points	Financial Penalty
1st Offence	0.08 to 0.15 BAC	X	30 days	Driving Without Impairment (DWI)	Move to -20 or Minimum -10	\$1,250
	Over 0.16 BAC or Refusal ³	X	60 days	DWI	Move to -20 or Minimum -10	\$2,250
2nd Offence	0.08 to 0.15 BAC	X	30 days	Alcohol and Drug Education (ADE)	Move to -20 or Minimum	\$1,250
	Over 0.16 BAC or Refusal ³	X	60 days	ADE	Move to -20 or Minimum -10	\$2,250
3rd & Subsequent Offence (s)	0.08 to 0.15 BAC	X	30 days	Addiction assessment	Move to -20 or Minimum -10	\$1,250
	Over 0.16 or Refusal ³	X	60 days	Addiction assessment	Move to -20 or Minimum -10	\$2,250

Footnotes 1. Only applies if convicted. 2. For any incident which resulted in injury or death, the financial penalty will be \$2,500. 3. Refusal = refusal to provide a breath sample.

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DRINKING, DRUGS AND DRIVING CONSEQUENCES

CONTINUED

VEHICLE IMPOUNDMENT

When you are issued a high BAC indefinite roadside administrative licence suspension, the vehicle you are driving will be impounded for the following number of days based on how many offences you've had within the last 10 years.

Blood Alcohol Content (BAC)	Driver Type	Vehicle Impoundment Term
Lower Range (over .08 to .15)	All drivers	30 days
Higher Range (.16 and over)	All drivers	60 days
Refusal to provide breath sample	All drivers	60 days

You have the right to appeal any vehicle impoundment. For more information and steps on how to appeal and grounds on why you can appeal, visit the **Vehicle impoundment appeals** page online at www.sgi.sk.ca.

PROGRAM REQUIREMENTS

After being issued an indefinite roadside administrative licence suspension, you are suspended until you are convicted of the charge in court. Upon conviction, SGI will send you a letter to let you know what program requirements must be done to obtain a full driver's licence.

Number of Offences (Over .08 and Refusal)	Driver Type	Required Program	Programs required to be complete within
1st Offence	All drivers	Driving Without Impairment (DWI)	Prior to ignition interlock installation and upon conviction
2nd Offence	All drivers	Alcohol and Drug Education (ADE)	Prior to ignition interlock installation and upon conviction
3rd & Subsequent Offences	All drivers	Addiction assessment	Prior to ignition interlock installation and upon conviction

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DRINKING, DRUGS AND DRIVING CONSEQUENCES

CONTINUED

The required program must be completed before you can install the ignition interlock device in your vehicle. For more information and costs of these programs visit the **Impaired driving education programs** page online at www.sgi.sk.ca.

MANDATORY IGNITION INTERLOCK

If you're convicted of an alcohol-related Criminal Code offence (.08, refusal, or impaired) you must complete the required **impaired driving education program** and you must install the ignition interlock device for the number of required days below before you can obtain a full driver's licence.

You do not have the option of waiting out your suspension. You must keep the ignition interlock device in for the mandatory number of days and if the device is removed during the term, you must re-install the device until you have it in for the required number of days.

Number of Offences (Over .08 and Refusal)	Driver Type	Minimum Portion of Suspension Term to be Served (Absolute Prohibition Period)	Ignition Interlock Minimum Installation Term	Required Program Must be Complete
1st Offence	All drivers	90 days	12 months (1 year)	X
2nd Offence	All drivers	180 days	24 months (2 years)	X
3rd & Subsequent Offences	All drivers	1 year	60 months (5 years)	X

Footnotes

1. Law enforcement will automatically issue a 60 day impoundment. If the BAC is a lower range offence, Driver Programs will adjust the impound term.
2. Required programs must be completed prior to installation of mandatory ignition interlock.
3. The required suspension period to be served may be greater depending on the court order absolute prohibition period. In most cases the minimum suspension period is as indicated.

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CRIMINAL CODE SUSPENSIONS

Some offences fall under federal law and are subject to the Criminal Code suspensions.

The Criminal Code (s. 249 - 261) states it is a criminal offence to operate a motor vehicle (whether in motion or not) while impaired, which includes driving with a blood alcohol content (BAC) exceeding 80 mg of alcohol in 100 ml of blood (0.08 BAC), or impairment by a drug. If police have reasonable grounds to believe a person is in the act of committing, or at any time within the preceding 3 hours has committed this offence, they may request the person submit a blood and/or breath sample. It is also an offence to fail or refuse to comply with the request without a reasonable excuse.

For criminal offences to become criminal convictions, under the Criminal Code, police need to lay charges and those charges need to be prosecuted through the court system. The consequences for convicted offenders are determined by judges and can include jail time, monetary penalties, driving prohibitions and/or restrictions.



Driving offences under the Criminal Code are:

- impaired driving regardless of BAC
- blood alcohol level over the legal limit (.08 BAC)
- blood alcohol level over the legal limit causing injury or death
- drug or drug-alcohol combination or a toxicological (blood or urine) sample
- impaired driving and impaired driving causing injury or death
- manslaughter
- flight from police and flight causing injury or death

- failure to comply with a demand, for example refusing a breath test or Standard Field Sobriety Test (SFST) and failure to comply with a demand causing injury or death
- dangerous driving and dangerous driving causing injury or death
- criminal negligence and criminal negligence causing injury or death
- leaving the scene of an accident and leaving the scene of an accident causing injury or death
- driving while suspended or disqualified
- criminal negligence by street racing and criminal negligence by street racing causing injury or death
- dangerous driving by street racing and dangerous driving by street racing causing injury or death

If you are found guilty in court under the Criminal Code for any of the above offences and your Criminal Code and provincial suspension lengths are outlined in the following table.

Offence	Criminal Code Suspension Length	Provincial Suspension Length
1st offence (within 10 years)	Minimum 1 year	1 year
2nd offence (within 10 years)	Minimum 2 years	3 years
3rd offence (within 10 years)	Minimum 3 years	5 years





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DRINKING, DRUGS AND DRIVING CONSEQUENCES

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- If you have no prior Criminal Code offences your driver's licence will be suspended for a minimum of **1 year** federally and provincially for **1 year**. These suspensions run at the same time;
- If you have a prior offence in the last 10 years, you will be **suspended** from holding an operator's licence for a minimum of **2 years** federally from the date of the conviction and provincially for **3 years**. These suspensions run at the same time;
- If you have 2 or more prior offences in the last 10 years, you will be **suspended** from holding an operator's licence for a minimum of **3 years** federally from the date of the conviction and provincially for **5 years**. These suspensions run at the same time;

Some of the other consequences in Saskatchewan include:

- You'll receive a minimum \$1,000 court fine (with no maximum) and effective Oct. 12, 2016, a minimum \$1,000 penalty under the Safe Driver Recognition (SDR) program. For alcohol- or drug-related convictions it is a minimum \$1,250 to a maximum of \$2,250 - even if it's the 1st time you're convicted. This means you'll automatically move to -20 on the SDR scale and lose your vehicle registration discount.
- You will receive a 1-5 year driving suspension, which means you cannot drive any motorized vehicle in Canada.
- You could face jail time.
- You'll have a criminal record. This could prevent you from travelling outside of Canada.
- You'll have to pay for the education program. The Driving Without Impairment (DWI) course costs \$150.
- User-pay mandatory ignition interlock.

IGNITION INTERLOCK PROGRAM

The program provides early reinstatement of your driving privileges to drivers that are currently suspended due to impaired driving suspensions.

How the program works

The Ignition Interlock Program is a remedial program for drivers who have received impaired driving suspensions. An ignition interlock device prevents a driver from operating a vehicle if they have alcohol in their body. Program participants are required to have the device installed in every vehicle they drive.

Drivers subject to an ignition interlock condition are responsible for all installation and maintenance costs.

Drivers must demonstrate a sustained ability to separate drinking and driving behaviors prior to completing the program.

The program is mandatory for conviction dates on or after June 27, 2014. Drivers requiring an ignition interlock device installation may apply for an exemption in exchange for a longer suspension period.

How ignition interlock devices work

- A built-in data logger records every event associated with the use of the interlock device.
- Prior to starting the vehicle, a breath sample is required. Once a zero alcohol breath sample is provided and the vehicle is running, additional breath samples will be requested at random intervals.
- If a breath sample is not provided when required or alcohol is detected, the device will detect and record a warning. The warning will be recorded in the device event log and, where applicable, record the blood alcohol content (BAC). The device will then



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DRINKING, DRUGS AND DRIVING CONSEQUENCES

CONTINUED

activate an alarm until an acceptable breath sample is provided or disable the ability to operate the vehicle.

- Every 30 to 60 days the driver must make an appointment at the ignition interlock installation facility to have the interlock operating system serviced and to have the event log downloaded.

Drivers who meet the Ignition Interlock Program criteria will have the alcohol-sensing device attached to their vehicle ignition system.

The driver is prevented from starting and/or driving their vehicle if the device detects a preset level of alcohol. All program activity is recorded and monitored.

A driver registering fails or warnings, or inappropriate use or handling of the ignition interlock device may have their participation in the program assessed. Participants in the Ignition Interlock Program must adhere to a zero warning requirement while on the program. A driver may be extended on the program if warnings or fails are recorded by the device.

If the driver receives a suspension to their driver's licence while participating in the Ignition Interlock Program, their time in the program may be extended for the same amount of time as the duration of the suspension.

If the device is removed before the mandatory required time is completed, the driver's licence will be cancelled and suspended until an ignition interlock device is re-installed. The device must be installed for the mandatory time period before full driving privileges are reinstated.

BENEFITS OF AN IGNITION INTERLOCK PROGRAM

Ignition interlock devices, when appropriately used, prevent alcohol-impaired driving by Driving Under the Influence (DUI) offenders, resulting in increased safety for all roadway users. There are other benefits to ignition interlock devices, however, that enhance their value:

- **Reduction in recidivism** - Research has shown that, while installed on an offender's vehicle, ignition interlocks reduce recidivism among both first-time and repeat DUI offenders.
- **Legal driving status** - Ignition interlock devices permit offenders to retain or regain legal driving status, enabling them to maintain employment and manage familial and court-ordered responsibilities that require driving. This is a particularly relevant benefit, as many offenders without interlocks drive illegally on a suspended/disqualified licence, often after drinking. The installation of an interlock on the offender's vehicle reduces the probability of this occurring, thereby improving public safety.
- **Offenders and families approve** - A majority of offenders surveyed believe ignition interlock sanctions to be fair and reduce driving after drinking. Family members believed that ignition interlock devices provided a level of reassurance that an offender was not driving while impaired and reported a generally positive experience and impact on the offender's drinking habits.
- **Predictor of future DUI behavior** - The record of breath tests logged into an ignition interlock has been found to be an excellent predictor of future DUI recidivism risk. Offenders with higher rates of failed BAC tests have higher rates of post-ignition interlock recidivism, information that could be critical regarding whether to restore an offender's licence, and any conditions under which such action may occur.

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Permitted users

Anyone can drive a vehicle equipped with an ignition interlock device if they comply with the program requirements. However, as the program participant, you're responsible for any activity recorded by the system. While other people are permitted to use the vehicle, each breath sample is recorded and applied to your record.

If family members or others will be using the vehicle while the interlock device is installed, we encourage them to come for training with you.

Eligibility and program duration

Drivers qualify for an ignition interlock device, providing they successfully complete the mandatory programming and meet the following criteria:

Offence	Voluntary or Mandatory Program?	Suspension prior to installing Ignition Interlock Device	Ignition Interlock Term ¹
New Driver Immediate Roadside Licence Suspension (2nd Offence within 5 years)	Voluntary program	60 days	120 days
New Driver Immediate Roadside Licence Suspension (3rd Offence within 5 years)	Voluntary program	1 year	1 year
Experienced Driver Immediate Roadside Licence Suspension (3rd Offence within 5 years)	Mandatory program	90 days	1 year
Criminal Code Conviction (over .08, impaired or refusal) (1st Offence within 10 years)	Mandatory program	3 months ²	1 year
Criminal Code Conviction (over .08, impaired or refusal) (2nd Offence within 10 years)	Mandatory program	6 months ²	2 years
Criminal Code Conviction (over .08, impaired or refusal) (3rd Offence within 10 years)	Mandatory program	12 months ²	5 years

Note: Offenders are eligible unless a judge declares them to be ineligible. Under the Criminal Code, if you have been convicted of a charge that includes injury or death you are not eligible for the ignition interlock program during your prohibition order. You must have the ignition interlock device in your vehicle for the mandatory time in the chart above once the prohibition order has expired. You must complete the ignition interlock program in order to have your driving privileges reinstated.



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DRINKING, DRUGS AND DRIVING CONSEQUENCES

CONTINUED

If the device is removed before the ignition interlock period is completed, your special restricted driver's licence will be revoked and you will be suspended until you re-install the ignition interlock device.

In addition to completing the ignition interlock period, the last 3 months must be free of any alcohol infractions or program violations. If you do not have 3 violation-free months at the end of the ignition interlock period, the ignition interlock period will be extended 3 months from the expected removal date and continue to be extended for an additional 3 months each time there are serious violations recorded. If the device is removed before the successful completion of the program, your driver's licence will be suspended from the expected removal date.

If you receive a tampering violation at any time during your ignition interlock term, the ignition interlock period will be extended 3 months from the expected removal date and continue to be extended for an additional 3 months or more each time there are tampering violations recorded in the device.

Footnotes

1. Ignition interlock term does not include the suspension prior to installing the ignition interlock device. You must have the device installed for the total ignition interlock terms in order to have your driving privileges reinstated. The start date of your ignition interlock term is the day you install the device.
2. For Criminal Code convictions you must serve the court-ordered or provincial requirement period before an interlock can be installed, whichever is greater. The judge can increase this period on the court order. The provincial requirement is:

1st offence - 3 months

2nd offence - 6 months

3rd offence - 12 months

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- 476 deaths, or 18.7%, occurred in crashes involving drivers with a positive alcohol reading.
- 614 deaths, or 24.1%, occurred in crashes involving drivers with a positive drug

reading. Cannabis was the drug most frequently found.

- 407 deaths, or 16%, occurred in crashes involving drivers with positive readings for both alcohol and drugs.

Please note that these statistics document the presence of alcohol and/or drugs and do not reflect impairment levels. The statistics reflect the growing rate of drug presence in drivers involved in fatal crashes. In fact, drugs are now present more often than alcohol in drivers involved in fatal crashes.

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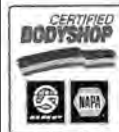
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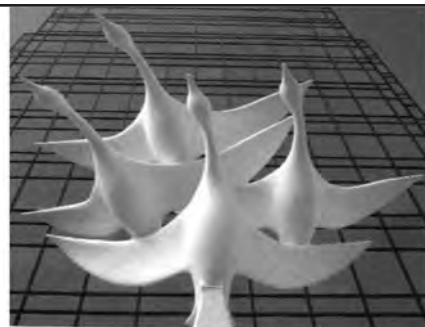
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MYTH: IF I ONLY HAVE ONE DRINK AN HOUR I WILL BE OKAY.

FACT: The average 150lb male only burns off one standard drink about every two hours.

MYTH: COFFEE, A COLD SHOWER, A LARGE MEAL OR OTHER HOME REMEDIES WILL HELP.

FACT: Only time will allow your body to burn off the alcohol.

MYTH: BEING CHARGED WITH "OVER 80" AND "IMPAIRED" IS THE SAME THING.

FACT: These are two separate charges under the Criminal Code. While you cannot be convicted of both arising out of the same incident, they are different. "Over 80" is the amount of alcohol in your blood while "impaired" deals with the effects of alcohol on you. A good way to think of it is that an experienced drinker may have a number of drinks and end up with a blood alcohol content that exceeds 80mg of alcohol in 100ml of blood, but his or her behaviour is not changed and thus is not impaired. The flip side would be a "rookie drinker" who has two drinks. This person's blood alcohol content would not exceed 80mg but the alcohol hits him or her hard; he or she begins to have problems with coordination and his or her ability to operate a motor vehicle may be impaired.

MYTH: ALL PEOPLE REACT THE SAME WAY TO ALCOHOL.

FACT: As illustrated above, different people are affected differently by alcohol. Factors such as drinking experience and age affect how alcohol impacts their abilities in impaired cases while factors such as weight and gender affect the quantities of alcohol in a person's blood in over 80 cases.

TOP MYTHS ABOUT IMPAIRED DRIVING IN CANADA

MYTH: HYPOVENTILATION (HOLDING YOUR BREATH) OR HYPERVENTILATION (BREATHING REALLY HARD) AFFECTS THE READINGS.

FACT: The only factor that will lower your reading on the Intoxilyzer, is giving your body time to burn off the alcohol. Hypoventilation and hyperventilation only make you dizzy and appear drunk.

MYTH: IT IS BETTER TO REFUSE TO GIVE A BREATH SAMPLE.

FACT: Refusing to provide a sample either at the roadside or at the station is a separate and additional offence. You may be charged with the refusal in addition to impaired driving in Canada and end up with another separate charge that you have to fight and possible additional penalties.

MYTH: I MUST BE OKAY TO DRIVE WHEN I WAKE UP IN THE MORNING AND DO NOT FEEL DRUNK.

FACT: Alcohol stays in your system regardless of whether you sleep or remain awake. While the time you were sleeping does affect how much your body burns off, and you may wake up in the morning not feeling impaired, you may still have a BAC that is over 80. Remember that it takes about two hours to burn off each drink, so a person who has 10 standard sized drinks, normally needs about 20 hours to get back to a zero BAC.



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TOP MYTHS ABOUT IMPAIRED DRIVING IN CANADA

CONTINUED

MYTH: MY CAR KEYS WEREN'T IN THE IGNITION SO I CAN'T BE CHARGED.

FACT: The law says that you can be charged if you are in care and control. You are presumed to be in care and control if you are in the driver's seat. Even if you aren't in the driver's seat the Crown Attorney can still prove that you were in care and control through other factors. Some people have been found guilty while changing a tire, filling the car up with gas or even phoning a tow.

MYTH: THE OFFICER HAS TO GIVE YOU A ROADSIDE TEST.

FACT: If the officer believes you to be obviously impaired, he or she does not need to give you a roadside test but can arrest you and take you directly to the station to provide a test. Even if they do not get tests at the station, you may still be convicted of impaired driving in Canada given your physical attributes when the police come across you. Without the BAC readings you just cannot be charged with over 80 (because there is no way to prove the amount of alcohol in your blood).

MYTH: A PARDON ERASES ANY PRIOR RECORD.

FACT: A pardon erases the criminal conviction, however, it does not affect your Ministry of Transportation record and the MT will suspend your licence based on their records, not your criminal record.

MYTH: PREVIOUS CONVICTIONS FROM OTHER PROVINCES OR THE USA DON'T COUNT.

FACT: Convictions from New York, Michigan or any Canadian province count towards MT suspensions. Convictions from other provinces also count towards Criminal Code penalties.

MYTH: WHEN THE JUDGE SENTENCES ME, THAT IS THE FINAL WORD ON PENALTY.

FACT: While the criminal sentence is important, it is not the end of things. The MT has a sentencing scheme that is separate from any criminal punishment. The MT will take your licence for one year on a first conviction, three years on a second conviction and for life on a third. There is a chance you can get your licence back after 10 years after a third conviction, but if caught a fourth time there is no chance to ever get it back. Furthermore, you will have to have the Interlock device installed for the same amount of time as the suspension after the suspension is completed. i.e., one year on a first conviction, three years on a second conviction and for the rest of your life on a third conviction if your suspension is for 10 years.

A person's MT record only rehabilitates after 10 years without a conviction. Strangely, the MT consequences are often more serious than the criminal Court's consequences.

MYTH: THE ONLY COST I FACE IS THE FINE IMPOSED.

FACT: The fine imposed is only one cost you face. The loss of your licence, the embarrassment of having the Interlock device installed, the cost of the Interlock device (around \$1500/year), the increased insurance rates, having to take the "Back on Track" program and the cost of the program and having a criminal record which can interfere with employment and/or travel, are only some of the costs you face. Some studies have indicated that if you are convicted, the direct financial costs are typically between \$20,000 and \$30,000.

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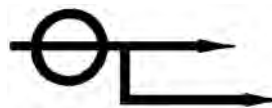


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YOUTH AND IMPAIRED DRIVING

The statistics for motor vehicle crashes and impairment-related crashes among young drivers are alarming.

- Young people have the highest rates of traffic death and injury per capita among all age groups and the highest death rate per kilometre driven among all drivers under 75 years of age. More 19-year-olds die or are seriously injured than any other age group.
- Motor vehicle crashes are the leading cause of death among 16 to 25 year olds, and alcohol and/or drug impairment is a factor in 55% of those crashes.
- 16-25 year olds constituted 13.6% of the population in 2010, but made up almost 33.4 % of the alcohol-related traffic deaths.

Studies conclude that young drivers are over-represented in road crashes for two primary reasons: inexperience and immaturity. Although young people are the least likely to drive impaired, the ones who do are at very high risk of collision.

Driving while impaired by drugs is also a serious concern. Canadians between 14-25 years old have one of the highest rates cannabis use in the world. It's the drug they use most after alcohol. Most young people see cannabis as a benign drug, far less dangerous than alcohol. They think driving under the influence of cannabis is risk free, despite the evidence that shows cannabis can shorten attention span, alter perception of time and distance and slow reaction times – all of which impair the driver's ability to respond to sudden events in traffic.

Characteristics of the Drinking and Driving Problem Among Youth

OLDER TEENS: Of all the young drinking drivers who are killed or seriously injured, the smallest proportion is 16 years of age. The largest proportion is 19 years of age.



MALES: Account for 87% of the young fatally injured drinking drivers and 89% of the seriously injured drinking drivers.

SUMMERTIME: Young drinking drivers are most likely to be killed or injured in the summer (32.4% and 40.8% respectively) and least likely to be killed or injured in the winter (8% and 11.4% respectively). Weekend: A large percentage of young drinking drivers die or are seriously injured on the weekend.

NIGHT TIME: The vast majority of young drinking drivers die or are seriously injured in crashes at night.

AUTOMOBILES: Most young drinking drivers are killed or seriously injured when driving an automobile. Single-vehicle: Young drinking drivers are most likely to be involved in single-vehicle crashes.

AT FAULT: In nearly two-thirds of the alcohol-related multiple vehicle crashes, it was the fatally injured teen driver who had been drinking and not the other drivers.

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CRASHES: By the time a driver reaches a blood alcohol content of .10%, he or she is 51 times more likely than a non-drinking driver to be involved in a fatal crash.

Drug-Impaired Driving

Population surveys show the number of Canadians driving after using drugs is on the rise. In fact, driving after smoking cannabis is now more prevalent among some younger drivers than driving after drinking. Survey data from a 2013 Centre for Addiction and Mental Health report showed that, among young Ontario drivers in grades 10 – 12, 4% per cent drove after drinking while 9.7% drove after smoking cannabis.

Equally concerning as the numbers is the misperception that many young people, and some parents, have that driving under the influence of cannabis is safer than driving under the influence of alcohol. A national study by the Partnership for a Drug-Free Canada revealed:

- Nearly one third (32%) of teens did not consider driving under the influence of cannabis to be as bad as alcohol.
- Nearly 25% of parents of teenagers did not consider driving while high on cannabis to be as bad as drinking and driving.

Many young people think driving under the influence of cannabis is risk-free. Yet studies have shown that smoking cannabis can produce unwelcome effects behind the wheel, including a shorter attention span, an altered perception of time and distances, and slower reaction times that impair the driver's ability to respond to sudden events in traffic. A 2012 study by researchers at Dalhousie University in Halifax found that smoking cannabis three hours before driving nearly doubled a driver's risk of having a motor vehicle crash.

Combining cannabis with even small amounts of alcohol greatly increases the negative impact on driving skills.



Many young people also think that they will never be caught or charged for driving high. While detecting cannabis is more challenging than detecting alcohol because we do not yet have a simple roadside drug test similar to the alcohol breathalyzer, police do have tools to determine whether a driver is impaired by drugs. The standard field sobriety test and the drug recognition evaluation allow police to determine if a driver is under the influence of drugs based on their behaviour and task-related tests. Furthermore, driving while high results in the same type of Criminal Code charges and penalties as driving while drunk.

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CANADA'S IMPAIRED DRIVING RECORD IS POOR BY INTERNATIONAL STANDARDS

While a great deal of work remains to be done at the federal level to reduce impaired driving, MADD Canada believes the provinces and territories should not wait for federal Criminal Code amendments when they have the legislative power to make significant road safety improvements in their own jurisdictions.

2015 Provincial and Territorial Legislative Review

The 2015 Provincial and Territorial Legislative Review is the sixth comprehensive assessment that MADD Canada has undertaken and published since 2000. (Previous versions were called Rating the Provinces.) Its goal is to provide the provinces and territories with information on realistic and effective measures that will reduce impaired driving in their jurisdictions.

MADD Canada supports the following impaired driving countermeasures as provincial/territorial best practices to reduce impaired driving

- A comprehensive three-year graduated licensing program for all new drivers, which includes: express police enforcement powers; passenger, nighttime and highway restrictions; a ban on using any electronic devices; and mandatory roadside administrative licence suspensions (ALSs) for breaching the program conditions.
- A .00% BAC limit for all drivers under 21 or with less than five years driving experience, with express police enforcement powers and mandatory roadside ALSs for breaching the program.
- A prohibition on being positive for any illicit psychoactive drug for all drivers under 21 or with less than five years driving experience. The legislation should include express statutory police enforcement powers and mandatory roadside ALSs for breaching the prohibition.

- A seven-day .05% ALS and vehicle impoundment program, which includes a \$150-\$300 licence reinstatement fee and the recording the suspensions on the driver's record. Drivers with repeat infringements within five years should be subject to remedial programs and escalating suspensions and vehicle impoundment sanctions
- A parallel ALS and vehicle impoundment program for: drivers whose ability to drive, based on a standard field sobriety test or drug recognition evaluation, is reasonably believed to be impaired by drugs or a combination of drugs and alcohol; and drivers who refuse anylawfully demanded test.
- A mandatory alcohol interlock program for all federal impaired driving offenders, which includes: reduced provincial licence suspensions to encourage participation; and escalating ALS and vehicle impoundment sanctions for repeat violations. These drivers should also be subject to lengthy extensions of their interlock orders.
- Administrative vehicle impoundments for uninsured, unlicensed, suspended, prohibited, and disqualified drivers. Mandatory administrative vehicle forfeiture for drivers with three or more federal impaired driving or other Criminal Code traffic convictions within 10 years.
- Mandatory remedial programs for all federal impaired driving offenders, and for drivers with repeat, short-term or 90-day impairment-related ALS within five years

Most provinces have legislation that addresses, to some extent, the assessment criteria of the report but key elements of comprehensive and effective programs are



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CANADA'S IMPAIRED DRIVING RECORD IS POOR BY INTERNATIONAL STANDARDS

CONTINUED

often missing, and much of the legislation needs to be strengthened. There are broad variations in the current provincial legislation. The Report assesses provincial and territorial impaired driving legislation in terms of domestic and international best practices.

Most jurisdictions have programs that address, in some fashion, almost all of the 2012 legislative priorities. However, much of the current legislation needs to be expanded and strengthened. Similarly, there are broad discrepancies in the progress made across the legislative priorities. Considerable strides have been made with respect to graduated licensing, .00% BAC limits for young drivers, the short term ALS programs, and the alcohol interlock and remedial initiatives. However, less progress has been made on police enforcement powers, and virtually nothing has been done in terms of administrative vehicle forfeiture.

MADD Canada is also concerned about the often long delays between the passing of legislation and its coming into force.

The following outlines MADD Canada's key provincial and territorial public policy initiatives:

Administrative licence suspensions at .05% BAC, Administrative licence suspension (ALS) programs were initiated in the late 70s and early 80s to address the problem of impaired drivers who, while under the Criminal Code limit of .08% BAC, still represent a significant danger to others on the road.

As research has consistently shown, key driving-related skills are impaired at .05% and the relative risk of a crash death rises sharply at that level. By taking risky drivers off the roads, ALS programs reduce the rate of impaired driving crashes, deaths and injuries.

The programs also carry a significant deterrent value, provided they have the appropriate

components. A shortcoming of the early ALS programs, and one which still exists in some provinces and jurisdictions today, is the short duration of the suspensions. Drivers often have their licences back in 24 hours or less, and that offers little incentive for them to change their behaviours.

MADD Canada first advocated for comprehensive ALS programs at .05% BAC level in its 2003 Rating the Provinces and Territories' Report. Working with the Canadian Council of Motor Transport Administrators (CCMTA), we developed a model .05% Administrative Licence Suspension Program based on existing best practices in Canada. The model we recommend includes:

- 7 – 14 day licence suspension for first offences, with 30, 45 and 60 day suspensions for second, third and subsequent infractions within a three year period.
- Vehicle impoundments.
- Mandatory licence reinstatement fee of \$150 – \$300.
- The recording of the suspension on the drivers' record.
- Mandatory remedial measures (alcohol assessment, education, rehabilitation) for repeat offenders. All provinces and territories, except Quebec, have some form of ALS program. Few achieve the best practice model but there have been advances in the last few years, with Ontario, British Columbia, Prince Edward Island, Newfoundland and Labrador and Nova Scotia all increasing their suspension periods.

05% Sanctions and the Social Drinker

- Critics of administrative licence suspension program argue that it penalizes the social drinker and suggest that people can no

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CANADA'S IMPAIRED DRIVING RECORD IS POOR BY INTERNATIONAL STANDARDS

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longer have a beer after work or a glass of wine with dinner because that will put them over the .05% level. The truth is a .05% BAC limit does not interfere with what most Canadians would consider to be social drinking. Based on estimates of BACs in relation to time, weight and standard Canadian drinks, a 185lb. man can have three drinks over a two hour period and not go over the .05% BAC limit. Likewise, a 130lb. woman can have two standard drinks over a two-hour period and not go over .05%.

- The safest way, always, is to separate drinking from driving entirely. If you're going to be drinking, plan ahead; call a cab, take public transportation or arrange for a designated driver. Driving impaired simply is not worth the risk.

.00% BAC Requirements for Young and Novice Drivers

The statistics for alcohol-related crashes among young drivers are particularly alarming. Motor vehicle crashes are the leading cause of death among 15 to 25 year olds, and alcohol is a factor in 45% of those crashes. Laws requiring young people to maintain a zero BAC level while driving have been shown to reduce impaired driving among young drivers.

The .00% BAC requirement begins as part of the provincial/territorial graduated licensing programs, which include a number of restrictions for new drivers as they are developing their driving skills. The major limitation with most provincial/territorial .00% BAC requirements, however, is that they are typically lifted when the driver completes the program, which usually happens at 18 or 19 years of age. This corresponds to the legal drinking age in most provinces and is a time when alcohol and binge drinking increase. It is

also the age at which teenagers are the most vulnerable to alcohol-related crashes.

MADD Canada recommends a .00% BAC restriction to all drivers under 21, even if the driver has successfully completed the graduated licensing program. The research and statistics clearly support this measure as an effective way to reduce alcohol-related crashes and fatalities among young people.

Graduated Licensing Programs

A comprehensive Graduated Licensing Program (GLP) is vital to any policy aimed at reducing crash risks among youth. In the 1990s, jurisdictions across Canada began introducing GLPs for new drivers in the 1990s. Today, every province and territory except Nunavut has GLPs. These programs typically involve a combination of mandatory supervised driving and restrictions on the passengers, night-time driving, high-speed roads and alcohol consumptions. They are designed to allow new drivers to gain on-the-road experience in low-risk circumstances.

Research has consistently shown that GLPs are associated with significant reductions in crash deaths and injuries among affected drivers.

MADD Canada recommends a comprehensive graduated licensing program lasting at least three years for all new drivers, and express police powers to enforce it. The program should include two stages:

- Stage 1: Driver must be supervised at all times by a licensed adult and subject to stringent conditions. This stage should be a minimum of 12 months.
- Stage 2: Driver can drive unsupervised in some situations but must be supervised in more challenging situations. This stage should last a minimum of 24 months.

MADD Canada also recommends the minimum driving age should be 16.

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Alcohol Ignition Interlocks

Alcohol ignition interlocks are an effective tool in the fight to stop impaired driving, yet they are not used broadly or consistently across the country. Using the same technology as the roadside breathalyzers administered by police, an ignition interlock prevents a car from starting or remaining operational if the driver's breath indicates his or her blood alcohol concentration (BAC) is over a pre-set limit.

In conjunction with rehabilitation and educational programs, interlock programs help modify the behaviour of drinking drivers. The technology gives offenders who have lost their licences a chance to regain conditional driving privileges while at the same time ensuring they cannot operate a vehicle if they are impaired.

The recidivism rate of interlock program participants is up to 90% lower than that of non-participants. Once the interlock is removed, the rates are comparable between program participants and non-participants. This highlights the needs to incorporate rehabilitation programs for interlock participants to deal with the problems that led to the offence.

Despite the evidence of their effectiveness, interlock usage is limited across the country. With approximately 34,000 impaired driving convictions annually (for the year 2007/2008), only about 13,000 interlocks were used in 2008.

Significantly more could be done to encourage and/or mandate participation by eligible offenders.

All provinces and territories, except the Yukon, have some form of ignition interlock program for convicted impaired drivers. However, these programs are often voluntary. The participation rate in voluntary programs is just 10% of those convicted. MADD Canada

recommends mandatory interlocks for all convicted impaired driving offenders, including reduced provincial suspensions to encourage participation.

While some may be surprised by MADD Canada's support of a program which results in convicted offenders getting their licences back earlier, it is our position that offering early licence reinstatement, along with rehabilitation and remedial programs, to first-time offenders who meet the eligibility requires is an important way to change their behaviour and prevent them from becoming repeat offenders. These programs, when comprehensive and properly implemented, help the driver change their behaviour and stop their drinking and driving permanently.

Vehicle Impoundment and Forfeiture Programs

Many suspended and prohibited drivers continue to drive, at least occasionally, during the period of their licence suspension or revocation and they are more likely to be involved in crashes than licensed drivers. Research shows that licence suspensions alone are not sufficient to keep certain offenders off the roads and therefore, additional vehicle-based sanctions are warranted to discourage and at least temporarily prevent some unlicensed, disqualified and prohibited offenders from driving and, particularly, from driving while impaired.

Vehicle Impoundment

Vehicle impoundments have shown positive results in reducing recidivism and subsequent crashes among affected drivers.

MADD Canada recommends the impoundment or immobilization of any vehicle police have reasonable grounds to believe is uninsured or is being driven by an unlicensed, suspended or disqualified or prohibited driver.

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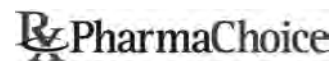
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Vehicle Impoundment

Vehicle impoundments have shown positive results in reducing recidivism and subsequent crashes among affected drivers.

MADD Canada recommends the impoundment or immobilization of any vehicle police have reasonable grounds to believe is uninsured or is being driven by an unlicensed, suspended or disqualified or prohibited driver. These drivers have shown they are unwilling to respect provincial licensing laws, and pose a very serious risk to public safety. The impoundment period should be 45 days for a first occurrence and 90 days for a second occurrence within three years.

In addition to the longer-term impoundment program for those caught driving without a valid licence, MADD Canada recommends a short-term (7-day) impoundment where there are reasonable grounds to believe that the driver has committed an impaired driving offence. These short-term administrative impoundments are intended to supplement the roadside and administrative licence suspension provisions and serve to immediately remove impaired drivers and their vehicles from the road, and reduce the risk that these individuals will drive during the administrative suspension period.

Vehicle Forfeiture

MADD Canada recommends provinces/territories implement a vehicle forfeiture

program for drivers who are responsible for three or more vehicle impoundments within a ten year period.

These individuals show a repeated willingness to endanger the public and violate vehicle licensing laws. Additionally, they often have limited or no third-party liability insurance, which puts the public at risk of serious financial loss in the event of a crash.

Vehicle forfeiture programs have not been widely implemented in Canada and research into their effectiveness is limited. Nevertheless, existing research suggests that vehicle forfeiture programs are associated with reductions in alcohol-related crashes, fatalities and arrests.

Drugs and Driving

Drug-impaired driving is an increasingly serious problem in Canada. The presence of drugs other than alcohol in fatally-injured drivers increased by 24% from 2000 to 2008 (the most common drugs are cannabis, cocaine, amphetamines, and depressants.)

Drug impaired driving is also a serious concern among young people, with several regional and national surveys indicating more young Canadians report driving after using cannabis than after consuming alcohol.

Drug impaired drivers are currently detected through special enforcement techniques used by police, including the standardized field sobriety test (SFTS) and drug recognition evaluation (DRE).

MADD Canada recommends that provinces and territories establish administrative programs for drug-impaired drivers which would mirror existing programs for alcohol-impaired drivers:

- A prohibition on the presence of illicit psychoactive drugs for all drivers under 21 or with less than five years driving experience.

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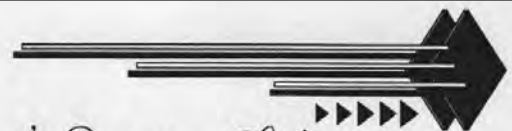
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This approach would mirror the .00% BAC requirement on all young and new drivers. The proposed legislation should include express police enforcement powers and mandatory licence suspensions for violating the condition.

- Similar to the administrative licence suspension program for drivers with BACs of

.05% and higher, a parallel program should be in place for: drivers whose ability to drive, based on an SFST or DRE, is reasonably believed to be impaired by drugs or a combination of drugs and alcohol; and for drivers who refuse to submit to an SFSST, DRE or other lawfully demanded test.

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10 POSSIBLE SIGNS OF AN IMPAIRED DRIVER:

1. Drifting in and out of lanes
2. Driving unreasonably fast, slow or at an inconsistent speed
3. Tailgating and changing lanes frequently
4. Making exceptionally wide turns
5. Changing lanes or passing without sufficient clearance
6. Overshooting or stopping well before stop signs or stop lights
7. Disregarding signals and lights
8. Approaching signals or leaving intersections too quickly or slowly
9. Driving with windows open in cold or inclement weather
10. Driving without headlights, failing to lower high beams or leaving turn signals on

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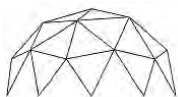
- Pull over and call 911
- State the location
- Report which direction the vehicle is travelling
- Describe the vehicle as best you can: colour, make, model and licence plate number
- Describe what type of driving behaviour is being exhibited
- Provide a description of the driver if you can

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Alcohol consumption and smoking among Ontario students in grades 7-12 is at an all-time low; however recreational use of over-the-counter drugs is on the rise. Prescription drug misuse and driving after using drugs also remain elevated according to the 2013 Ontario Student Drug Use and Health Survey (OSDUHS) released by the Centre for Addiction and Mental Health (CAMH). The survey of 10,272 students from across Ontario is Canada's longest-running systematic study of alcohol and other drug use among youth, and one of the longest-running surveys in the world.



Over-the-counter and prescription drugs

The survey shows one in eight (representing 120,000 middle and high school students in Ontario) reported taking a prescription opioid pain medication recreationally in the last year, and the majority of these students said that they got the drugs from home. About one per cent (representing 13,500 students) reported using stimulant drugs (used to treat ADHD) without a prescription. There was an increase in the number of students who reported using over-the-counter cough medication to "get high," with over 94,000 students (about 10%) engaging in this behaviour. This was the only drug to show an increase in recent years. One in six high school students reported symptoms of a drug use problem; this represents 132,700 students in grades 9-12.

IS SMOKING CANNABIS & DRIVING THE NEW DRINKING & DRIVING?

Substance use and driving

Eighteen per cent of students reported being a passenger in a car driven by someone who had been drinking alcohol. Four per cent of students with a G-class driver's license said they had driven a vehicle within one hour of consuming two or more drinks – this is an estimated 12,700 adolescent drivers in Ontario.

Cannabis smoking and driving levels were even higher. Despite the serious impact that smoking cannabis can have on psychomotor skills and the ability to drive safely, one in ten licensed students reported driving a car within one hour of smoking cannabis. This represents 31,500 adolescent drivers in Ontario. Fourteen per cent of students reported being a passenger in a car where the driver had been using drugs.

"The number of students who report using cannabis and driving has remained the same in recent years which tells us that students do not take the potential dangers of driving while under the influence seriously," said Dr. Robert Mann, CAMH Senior Scientist and OSDUHS Principal Investigator. "The public health messages around the dangers of drinking and driving seem to have had an impact on our youth but the same can't be said for cannabis use, which is worrisome."

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Drinking

Alcohol use among Ontario students reached an all-time low with 50 per cent (representing 483,900 students) reporting drinking alcohol in the past year. "Though the overall decline shows promise, we see that the kids who are drinking are doing so in dangerous ways," added Dr. Mann. "One in five (representing 193,400 students) reports binge drinking at least once in the past month and a similar percentage report blacking out on at least one occasion when drinking alcohol in the past year. Eight per cent report being injured or injuring someone else while they had been drinking."

New this year

New in this year's OSDUHS are questions on the use of waterpipes and electronic cigarettes. Almost 10 per cent (representing 88,400 students) reported smoking tobacco through a waterpipe in the past year. About 15 per cent of high school students (representing 99,800 students) reported smoking electronic cigarettes in their lifetime. For the first time the survey asked students whether they had used synthetic cannabis, commonly known by street names, "K2" or "spice." Two per cent - representing over 17,000 students - had tried the drug.

"These new numbers give us some insight into the use of alternative and emerging drugs among young people," said Dr. Hayley Hamilton, CAMH Scientist and Co-Investigator on the OSDUHS. "We see that while cannabis use among students is holding steady since our last survey at around one quarter of students, this new synthetic form has emerged and we will want to track its prevalence in future surveys. The same holds for smoking - while the rate of students smoking has leveled off over the past few years, we see that youth are still smoking cigarettes and tobacco, but in alternate ways."

IS SMOKING CANNABIS & DRIVING THE NEW DRINKING AND DRIVING?

CONTINUED



Regional differences

- Students in Toronto and Western Ontario reported the nonmedical use of opioid prescription pain medication at higher rates than the rest of the province (15 per cent and 13 per cent respectively)
- Students in the north were less likely to use prescription opioid pain medication (7 per cent) but reported higher rates of hazardous drinking than the provincial average (19 per cent and 16 per cent respectively)
- Students in the east reported higher rates of hazardous drinking than the provincial average (20 per cent and 16 per cent respectively)

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Roadside oral fluid drug screeners

Following a legal roadside stop, law enforcement would be authorized to demand that a driver provide an oral fluid sample if they reasonably suspect that a driver has drugs in their body. A positive reading would assist in developing reasonable grounds to believe that an offence has been committed. Once the officer has reasonable grounds to believe an offence has been committed, they could demand a drug evaluation by an “evaluating officer”, or a blood sample.

Drug-impaired driving offences

The legislation would also create three new offences for having specified levels of a drug in the blood within two hours of driving. The penalties would depend on the drug type and the levels of drug or the combination of alcohol and drugs.

These elements were included in the proposed legislation after careful consideration of the available scientific evidence on cannabis and driving.

The levels would be set by regulation. For THC (the main psychoactive compound in cannabis), the proposed levels would be:

- 2 nanograms (ng) but less than 5ng of THC: Having at least 2 ng but less than 5 ng of THC per millilitre (ml) of blood within two hours of driving would be a separate summary conviction criminal offence, punishable only by a fine. This lower level offence is a precautionary approach that takes into account the best available scientific evidence related to cannabis. This offence would be punishable by a maximum fine of up to \$1,000.
- 5ng or more of THC: Having 5 ng or more of THC per ml of blood within two hours of driving would be a hybrid offence. Hybrid offences are offences that can be prosecuted either by indictment, in more serious cases, or by summary conviction, in less serious cases.
- Combined THC and Alcohol: Having a blood alcohol concentration of 50 milligrams (mg) of alcohol per 100 ml of blood,

DRUG-IMPAIRED DRIVING

combined with a THC level greater than 2.5 ng per ml of blood within two hours of driving would also be a hybrid offence.

Both hybrid offences would be punishable by mandatory penalties of \$1,000 for a first offence and escalating penalties for repeat offenders (e.g., 30 days imprisonment on a second offence and 120 days on a third or subsequent offence).

The maximum penalties would mirror the existing maximum penalties for impaired driving. These would be increased in Part 2 to two years less a day on summary conviction (up from 18 months), and to 10 years on indictment (up from 5 years). The latter would make a dangerous offender application possible in appropriate circumstances.

Strengthening Existing Framework

The proposed legislation would strengthen the existing drug-impaired driving provisions in the Criminal Code. These amendments would codify the Supreme Court of Canada’s recent decision in *R v Bingley* that certified drug evaluating officers do not need to be qualified through an expert witness hearing before being allowed to give opinion testimony on whether a driver was impaired. The proposed legislation would also provide police with the option to pursue a drug recognition evaluation or a blood sample in situations where they have reasonable grounds to believe an offence has occurred. This could save valuable time when testing for drugs, such as THC, that leave the blood very quickly.

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DISTURBING FACTS

High Driving is about to overtake drinking and driving.

A significant proportion of fatally injured drivers tested positive for drug use and levels were close to those of alcohol across Canada. Driving while under the influence of drugs or alcohol, or a combination of the two is extremely dangerous.

Young drivers and their friends who are passengers in the car, need to know that a driver's capabilities to drive safely after having smoked pot or taken prescription drugs can be seriously impaired.

16-24 year olds have the highest fatality rate for both alcohol and drugs.

Drivers between 16–24 years old account for most driver fatality cases; they also happen to be the group containing the largest proportion of drinking-driver fatalities (27.6%) and drug-positive driver fatalities (26.9%).

Nearly one third of teens (30%) did not consider driving under the influence of cannabis to be as bad as alcohol.

While there is a clear understanding of the dangers of drunk driving by drivers of all ages, things are not so clear when it comes to the issue of driving under the influence of drugs like cannabis.

Studies continue to show that there is a significant percentage (30%) of young people of driving age who either strongly agree or agree that using cannabis before driving is not as risky as drinking and driving. Too many young people remain unaware that driving while under the influence of prescription or illegal drugs like cannabis can seriously affect their driving capabilities.

AN ISSUE THAT NEEDS TO BE ADDRESSED URGENTLY.

Among young drivers, the high driving problem is rapidly becoming comparable to the drunk-driving problem.

Results of alcohol and drug tests performed on drivers who died in motor vehicle crashes in 2008 in Canada reveal that 37% were positive for drugs compared to 41% that tested positive for alcohol.

One in four high school seniors have gotten into a car with a high driver.

The likelihood of riding in a vehicle with a driver who had been using drugs significantly increases with school grade level.

Relaxed attitudes towards drugged driving are a part of the problem. It's just not considered as dangerous as drunk driving, neither by teenagers nor their parents. There continues to be a clear misunderstanding; driving high is dangerous.

Nearly one in five parents of teenagers do not consider driving while high on cannabis to be as bad as drinking and driving.

That being said, a significant number of parents DO understand that driving while on drugs is as dangerous as driving while impaired by alcohol.

81% of parents strongly/somewhat agree that driving while high on cannabis is as risky as drinking and driving.

Parents can make a big difference in the lives of young drivers by staying informed about the issue and talking to their teens. Conversations about risky behaviour like driving while high and being a passenger in the car with a high driver are important to have on a regular basis.

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TRAUMA, LOSS & BEREAVEMENT

What is the impact of sudden and traumatic loss?

The death of someone close to us, in any manner, can challenge us in the general ways just described. Although you may have experienced the death of a loved one due to an impaired driving crash, your grief reaction and general adjustment will involve these factors outlined so far.

That said, this type of sudden loss is one that sometimes is described as “traumatic” because of the terrible circumstances in which your loved one died, and the corresponding intensity of your response. The total lack of anticipation or chance to prepare may be so overpowering that your entire world will be turned upside down. Your ability to cope is further overwhelmed because of the common initial reactions of shock, confusion, and the overall intensity of the experience.

What follows is an outline of some of the distinctive features of a sudden, violent loss such as you have experienced:

There was no warning.

There was no chance for you to anticipate this traumatic loss. How your world was, now is not how your world is, although it is very difficult to begin to absorb this. Thus, part of your response may be extreme feelings of shock, if not outright numbness. Extreme, prolonged feelings of shock are common in the face of such sudden loss, and is the way that your system is attempting to protect you from the total pain of such a deep “injury.”

There was no chance to say goodbye.

Given that there was no warning, you and your loved one will have been “cut off in midstream.” Thus, you may find yourself consumed with your most recent interactions with them, and possibly troubled by your

memories about these last encounters. People also describe a sense of “unfinished business” in a larger way, regretting things that were, or were not, said or done. While troubling, it is important to understand that this is entirely normal and expected when faced with such a sudden separation.



The grief is intense.

In addition to feeling so intensely stunned and shocked, those who have experienced such an unanticipated loss also may report extreme feelings of all sorts, such as confusion, anxiety, fear, anger, guilt, and sadness. The traumatic nature of this loss may fuel or complicate your emotional experience. In addition to the kinds of thoughts and feelings that occur in response to any type of loss, there also may be an accompanying stress response syndrome, involving greatly increased anxiety, a heightened sense of helplessness or powerlessness, “survivor guilt” (i.e., guilt for living, while your loved one has died), or a replaying in your mind an imagined scenario of how the death may have occurred. This stress response does not occur for everyone in your situation, but if so, it signals the traumatic nature of this loss for you.

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TRAUMA, LOSS & BEREAVEMENT

CONTINUED

The world no longer seems safe or predictable.

Until something like this happens in one's life, many people assume that their life and world will proceed in a relatively predictable and sensible manner, with minor adjustments along the way. It also often is assumed that we are safe from danger, at least in our modern, routine day-to-day lives. When this type of sudden, violent death occurs, these assumptions are shattered. At times, you may experience profound confusion and anxiety because you have no other way to understand the world, and your loved one's death may lead you to believe that the assumptions of safety and predictability no longer apply.

You may be consumed with the death itself.

Since this death does not make sense to you, you may find that there is much thinking about the death itself, reviewing the leadup to it, and looking for some way to understand it. You may find that you do this repeatedly. Again, this is a normal reaction to this unanticipated tragedy. The violent nature of your loved one's death, and the possibility that their body was badly disfigured, also may be involved in thoughts and imagery that you find particularly difficult to ignore. If you were in the vehicle with them, there may be vivid recall of the scene, that you play over and over again in your mind's eye.

Anger.

Anger is a normal way to protest against what has happened. Not only may you feel anger toward the impaired driver but, as well, you may find that you feel angry toward other people, God, or even the person who died. While it is important to understand that anger is a very common experience in grief, it is equally important to express these feelings in ways that are not harmful to you or the others in your life.

This was preventable.

When your loved one dies due to an impaired driver, there is an identified person to hold responsible. In light of this reality, the death is understood as preventable. When this is your experience, there may be an accompanying anger, directed at the driver in this case, and a strong sense of the injustice and unfairness of this circumstance.

Dealing with legal matters.

In all likelihood, there will be a criminal legal process as a result of your loved one's death due to the impaired driving crash. You may find yourself quite focussed and occupied by these legal matters. For some, this actually can be quite a helpful focus, as they may experience this as one way to channel their anger, and/or to achieve a degree of understanding about what happened. For others, however, the legal process may feel like a huge wall that prevents one from beginning their process of adjustment. It also may add stress, as you are required to revisit the situation, as well as experience frustrations with the legal process, or with judgments that are made.

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INSURANCE AND FINANCIAL CONSEQUENCES OF IMPAIRED DRIVING

Insurance Consequences of Drinking and Driving

- Most Canadians have some understanding that impaired driving is a criminal offence and that it carries significant penalties. It is probably safe to say that far fewer Canadians appreciate the insurance consequences of being convicted of an impaired driving offence. This is hardly surprising, considering the complexity of the provincial and territorial automobile insurance laws.
- While our primary concern is with the insurance consequences of impaired driving, we have also addressed the related problem of “unauthorized driving”. We have used this term to include driving while unlicensed, suspended, disqualified, or prohibited. A majority of impaired driving offenders continue to drive, at least occasionally, while suspended or otherwise unauthorized.
- We also discuss the legal consequences of driving without insurance, which is also all too common among impaired driving offenders.

Insurance coverage and benefits

- As outlined below, if a person who causes a crash is convicted of an impaired driving offence, his or her insurance coverage and no-fault benefits will be significantly reduced or denied.
- Except for Québec, every jurisdiction denies collision coverage to impaired driving offenders for damages to their own vehicle, regardless of how much collision coverage they had purchased.
- An impaired driving offender’s no-fault medical and rehabilitation benefits are denied or limited in most jurisdictions.
- An impaired driving offender’s no-fault lost earnings benefits are denied in most jurisdictions.

- In some jurisdictions, the estate of a deceased offender will be denied no-fault funeral expenses, and his or her dependents will be denied the death benefits that would otherwise be payable.
- In most jurisdictions, impaired driving offenders are exposed to open-ended liability for third-party injuries and losses, despite having purchased mandatory and optional third-party liability coverage.
- Driving while suspended or otherwise unauthorized has similar consequences on a driver’s collision coverage, no-fault benefits and third-party liability coverage.
- These potentially devastating financial consequences also apply to vehicle owners when they lend their car to an individual who subsequently has an at-fault crash while impaired or unauthorized.

Insurance premiums

- A conviction for an impaired driving offence will result in significant increases in the offender’s insurance premiums.
- Depending on the jurisdiction, the offender may no longer be able to obtain insurance in the “regular” market and may have to seek coverage from a “highrisk” insurer. In this case, the offender’s insurance premiums may increase three or fourfold.

The offence of driving without insurance

- It is an offence to drive without insurance, and the minimum set fine ranges from a low of \$300 in British Columbia to a high of \$5,000 in Ontario.

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CONTINUED

- Depending on the jurisdiction, the offender may no longer be able to obtain insurance in the “regular” market and may have to seek coverage from a “highrisk” insurer. In this case, the offender’s insurance premiums may increase three or fourfold.
- and may vary significantly from jurisdiction to jurisdiction. Nevertheless, the following table, prepared by the Ontario Ministry of Transportation,³ illustrates that such costs are likely to be very substantial.

The offence of driving without insurance

- It is an offence to drive without insurance, and the minimum set fine ranges from a low of \$300 in British Columbia to a high of \$5,000 in Ontario.
- Driving without insurance may also result in a licence suspension in almost half of the provinces and territories, and vehicle impoundment in Ontario and the Yukon.
- While the insurance costs in most other jurisdictions are likely to be significantly lower than those in Ontario, the table does not include a number of expenses that may result from a conviction, such as any loss of earnings due to losing one’s licence and the cost of alternative transportation.
- Moreover, the table does not include the costs that may arise if the impaired driver caused a crash. These additional costs may include: legal fees in defending a civil suit; the offender’s own collision damages, medical expenses and lost earnings; and the offender’s liability for third-party claims.

The Financial Costs of an Impaired Driving Conviction

- The direct financial costs of an impaired driving conviction are difficult to estimate

ESTIMATED COSTS OF AN IMPAIRED DRIVING CONVICTION

ITEM	COST
Legal Costs: (estimated at \$2,000 to \$10,000)	\$2,000
Criminal Code fine for a first conviction	\$600
Remedial program	\$475
Licence reinstatement fee	\$150
Increased insurance: (\$4,500 per year for 3 years)	\$13,500
Ignition Interlock	\$1,300
ESTIMATED COSTS	\$18,025

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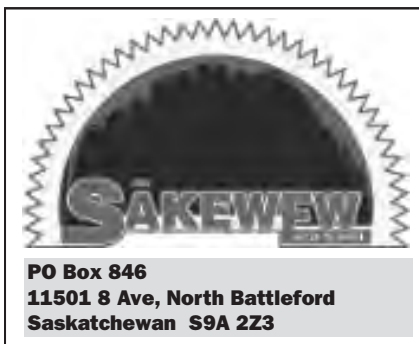
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BILL C-46

Bill C-46: An Act to amend the Criminal Code (offences relating to conveyances) and to make consequential amendments to other Acts, tabled in the House of Commons, May 11, 2017

In April 2017, the Government of Canada proposed legislation to significantly reform and strengthen Canada's impaired driving laws. If passed, Bill C-46 will improve screening and detection measures for drivers impaired by alcohol and/or drugs. Key among the measures being proposed:

- Introduce driving limits, new roadside testing measures and new charges and penalties for drugged driving.
- Introduce mandatory alcohol screening.
- Close legal loopholes which have enabled impaired drivers to avoid liability.
- Increase minimum fines for impaired drivers with high BACs.

Change to "over 80" offence

Clause 15 (new paragraph 320.14(1)(b)) rewords the current "over 80" offence to prohibit having a BAC at or over 80 mg/100ml within two hours of driving. This would be subject to an exception for "innocent intervening consumption," meaning consumption

that occurred after driving, where the individual had no reason to expect a breath or blood demand, and where the quantity consumed was consistent with a BAC that was below 80 at the time of driving. This would criminalize consumption of alcohol prior to driving in quantities sufficient to result in a BAC at or over 80 ("bolus drinking"), even where the BAC at time of driving may have not yet risen above the limit. It also criminalizes consumption after driving, in situations where an individual had a reasonable expectation that he or she may be required to provide a sample (for example, after an accident), and that may serve to obstruct investigation of the offence.

The following considerations support the consistency of this section with the Charter.

By criminalizing bolus drinking and drinking that may obstruct an investigation, the offence captures two categories of reckless, morally culpable conduct, the prohibition of which serves the Government's objective of combating impaired driving. The definition of the offence in terms of BAC within two hours of driving and the "innocent intervening consumption" exception combine to ensure that dangerous conduct is covered while innocent consumption after driving is not captured.



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Per Se Blood Drug Concentration offences

Clauses 1 and 2 create offences (new paragraphs 253(3)(a) and (c) respectively) for having a BDC above a prescribed limit, or a prescribed combination of BDC and BAC, within two hours of driving. These are subject to the same sentences as existing impaired driving offences. These clauses also create a “low Blood Drug Concentration” offence (new paragraph 253(3)(b)) that is punishable only by a fine of no more than \$1000 and which would not count as a previous conviction for the purposes of minimum sentencing in impaired driving proceedings. These offences are, like the “over 80” offence, subject to an exception for “innocent intervening consumption.”

The following considerations support the consistency of these provisions with the Charter. As with the new “over 80” offence, the definition of the offence in terms of BDC/BAC levels within two hours of driving criminalizes “bolus consumption” and post-driving consumption that may obstruct the investigation of an offence. These are both categories of reckless, morally culpable conduct, the prohibition of which serves the Government’s objective of combatting impaired driving. As with the “over 80” offence, these offences have a carve-out for innocent intervening consumption, and so are tailored to exclude conduct that is unrelated to the objective.

Admissibility of roadside statements

Clause 15 (new section 320.31(9)) provides that a statement made by a person to a police officer that is compelled under a provincial Act is admissible for the purpose of justifying a roadside screening demand authorized by the Criminal Code. This has the potential to engage the protection under section 7 of the Charter against self-incrimination.

The following considerations support the consistency of this section with the Charter. While compelled statements under provincial highway legislation may not be used to prove an element of an impaired driving offence at trial, the same concerns do not apply where the compelled statement is to be used for the purpose of justifying an Approved Screening Device (ASD) demand. Officers should be entitled to use facts at their disposal, including compelled

statements, for the purpose of establishing the reasonable suspicion required to make an ASD demand.

Searches or Seizures (section 8)

A number of provisions in the Bill have the potential to engage section 8 of the Charter, which protects against “unreasonable” searches and seizures. A search or seizure will be reasonable if it is authorized by a law, the law itself is reasonable in striking an appropriate balance between privacy interests and the state interest being pursued, and the search is carried out in a reasonable manner.

Rules surrounding roadside screening for alcohol and drugs, and rules surrounding breath and blood testing, govern searches and seizures and therefore implicate section 8 of the Charter.

Mandatory Alcohol Screening

Clause 15 (new section 320.27(2)) allows an officer to require a driver to provide a breath sample on an ASD if the officer has an ASD close at hand. Unlike the current framework, this provision does not require that the officer form a reasonable suspicion that the driver has alcohol in his or her body. Reasonable suspicion will still be required where the ASD is not at hand.

The following considerations support the consistency of this section with the Charter. The provision applies only if a person is otherwise lawfully stopped and provides lawful authority to interfere with privacy in a breath sample to further the important objective of enhanced road safety. The privacy interest in a breath sample in this context is low. The Supreme Court of Canada has recognized as reasonable the authority, under provincial law and common law, of police officers to stop vehicles at random to ensure that drivers are licensed and insured, that the vehicle is mechanically fit, and to check for sobriety. The information revealed from a breath sample is, like the production of a driver’s licence, simply information about whether a driver is complying with one of the conditions imposed in the highly regulated context of driving. It does not reveal any personal or sensitive information and taking the sample is quick, and not physically invasive. A “fail” does not constitute an

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offence, but is simply a step that could lead to further testing on an Approved Instrument (AI, or “breathalyzer”), typically at a police station.

Eliminating the requirement that an officer form reasonable suspicion furthers the Government’s compelling objective. The evidence shows that, currently, police officers often face many challenges in detecting when drivers have consumed alcohol and so may fail to demand a breath sample. As new section 320.27(2) would authorize a police officer to make a demand without having to make inquiries into whether an individual had consumed alcohol, it would reduce the impact of this kind of human error. It also would increase the deterrent effect of roadside stops by eliminating the perception that motorists could avoid having to give a sample by hiding their impairment.

This approach has been introduced in a number of countries, including Australia, New Zealand, Ireland, France, Belgium and the Netherlands. Research in a number of countries demonstrates that it has contributed to a measurable reduction in accidents and deaths on roads and highways. For example, in Ireland, it has been credited by the Road Safety Authority with a 23% reduction in road deaths in the 11 months after introduction. In New Zealand, visible mandatory-screening checkpoints were credited with a 32% reduction in crashes. In the State of Tasmania, serious accidents declined by 24% in the first year after the introduction of Mandatory Alcohol Screening, while in Western Australia, fatal accidents declined by 28% in the first year.

Approved Screening Devices (ASDs)

Clauses 3(1)-(5) and 4 (new section 254.01) expand the use of ASDs to include devices that test bodily samples (for example, oral fluid) for the presence of drugs (“drug screeners”). An officer could demand that an individual submit to a test on a drug screener where the officer has reasonable grounds to suspect that the individual has a drug in his or her body. Any such screening devices would have to be approved by the Attorney General of Canada.

The following considerations support the consistency of this section with the Charter. Like the roadside alcohol screeners that are used under the existing

framework, a drug screener is an investigative tool used at the roadside solely to help an officer determine if reasonable grounds exist to believe that an offence has been committed. It would not be used to prove the offence at trial. Like a roadside alcohol screener, a drug screener is a quick, non-intrusive search method that reveals information in which individuals have a limited expectation of privacy given the highly regulated highway context. The provision would require that an officer, before demanding a sample, have a reasonable suspicion that the individual has a drug in his or her body. This reduces the potential for unnecessary administration of the tests. The use of non-intrusive drug screeners subject to the existing framework for the use of ASDs represents a reasonable interference with privacy interests in service of the important purpose of detecting drivers who have consumed drugs.

Blood Sampling

Clause 3(5) (new paragraph 254(3.1)(b)) enables an officer to demand that an individual provide a blood sample if the officer has reasonable grounds to believe that the individual has committed an offence of driving while impaired by a drug, or of driving with a prescribed BDC, whether or not the officer makes a demand for a Drug Recognition Evaluation (DRE). This is a change from the current approach, in which a blood demand may only be made after a DRE. The DRE is a series of tests intended to determine whether an individual is impaired and, if so, by what substance. This is normally done at a police station.

The following considerations support the consistency of this provision with the Charter. The purpose of the change is to effectively enforce the new offences, which are defined in terms of BDC. The only way to prove a prescribed BDC offence using current technology is through a blood sample taken as close to the time of driving as reasonably possible. Obtaining a blood sample in a timely manner is therefore critical to proving these offences, since levels of a drug in the bloodstream can decline rapidly after consumption, particularly for smoked cannabis. This makes it essential to obtain a blood sample promptly, as soon as an officer has developed reasonable grounds to believe that an offence has

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been committed. The delays associated with the DRE would make it impossible in many cases to prove a prescribed BDC offence. Further, these delays cannot be compensated for by calculating the rate at which the BDC declines, since rates at which drugs are eliminated from the body vary widely based on a number of variables. The proposal is as tailored as possible given this constraint, in that it maintains the same threshold as the existing framework before a sample can be demanded, namely reasonable grounds to believe that an offence has been committed.

Warrant for blood sample where individual incapable of consent

Clause 15 (new section 320.29) provides that a justice may issue a warrant to obtain a blood sample from a person where the justice is satisfied that:

- There are reasonable grounds to believe that the person was involved in an accident causing bodily harm or death within the previous 8 hours;
- There are reasonable grounds to suspect that there is alcohol or a drug in the person's body; and
- A medical practitioner is of the opinion that the person is incapable of consent and that the taking of the sample would not endanger the person's health.


This replaces the current provision which uses reasonable grounds to believe that the person had committed an impaired driving offence. The time frame is also changed from 4 hours to 8 hours.

The following considerations support the consistency of this section with the Charter. Currently, a warrant is available in similar circumstances only where the justice has reasonable grounds to believe that the person has committed an impaired driving offence. The new approach will reduce the threshold to a reasonable suspicion standard in order to better serve the intended purpose of enabling investigation of impaired offences where a driver is unconscious and unable to consent to the blood sampling. In ordinary circumstances (i.e. where a driver is conscious), a police officer may administer an ASD or administer sobriety tests based on reasonable grounds to suspect that the individual has alcohol or a drug in his or her body. The ASD and sobriety test, along with observations, may be used to establish the grounds that are necessary to make a demand on an Approved Instrument, or a blood demand. In the case of an individual who is not able to consent, it is not possible to administer an ASD or a sobriety test. Accordingly, it is difficult to gather enough information to establish the grounds that are necessary to obtain a warrant. By providing that there need only be reasonable suspicion of alcohol or a drug in a person's body, this provision ensures that investigations can proceed in such circumstances. The provision is reasonably tailored in that it still requires that an officer have reasonable grounds to believe that the individual was involved in an accident and that a medical practitioner opine that taking the sample would not endanger the individual's health.

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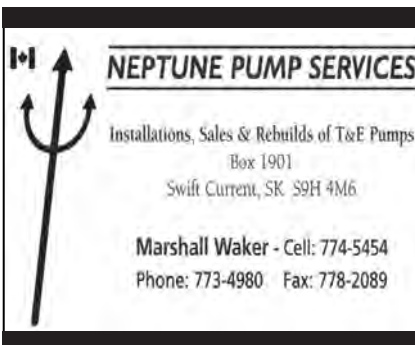
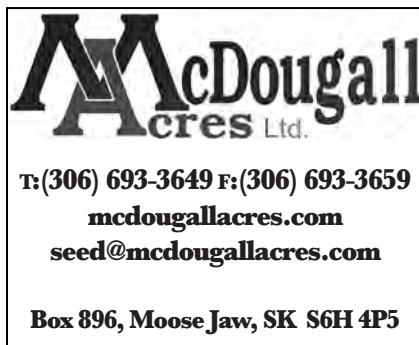
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IMPAIRED BOATING IS IMPAIRED DRIVING

Alcohol is a factor in about 40% of the estimated 150 recreational boating fatalities that occur in Canada each year.

Alcohol diminishes judgment, reduces motor skills and balance, slows reaction times, reduces depth perception, and accelerates

hypothermia. Trying to operate a boat while impaired endangers the operator, passengers and other boaters on the water.

Despite the risks, 37% of boaters admit to consuming alcohol every time they boat, and 66% say they drink alcohol sometimes when boating.

Generally, boaters who are impaired are more likely to go too fast for the waterway, operate vessels in a dangerous or careless manner, forget to turn on running lights or other required night-time equipment, or openly consume alcohol while underway.

Anyone who sees a boater they think is impaired can call 911 or their local police marine unit. Try to have the boat licence number, name and description of the boat, the direction of travel and any location information or specific landmarks.

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BE A GOOD WINGMAN: DON'T LET IMPAIRED FRIENDS DRIVE

New SGI campaign wants you to be a friend for life

You and your group of lifelong friends are out for a few drinks. One of your buddies grabs their keys and is about to drive home.

Do you say anything, or do you just let them go?

It is something SGI is asking everyone in Saskatchewan to think about.

SGI's latest advertising campaign "Be a Good Wingman" challenges Saskatchewan people to do the right thing and stop impaired friends from driving, even when it feels uncomfortable.

"It is something that plays out on decks and patios, around campfires, and in bars and rinks across Saskatchewan," Minister Responsible for SGI Joe Hargrave said. "You and your friends are enjoying a few drinks and someone you are with is about to drive home. How many times have you asked, 'Are you okay to drive?' and then let it go when your friend said 'yes,' even though you knew it wasn't true?"

"Being a good wingman is really a call to action," Hargrave said. "When someone is impaired, their judgment is also impaired, so it is important to stop them if they are about to do something that could hurt themselves or others. If your impaired friend is about to drive, intervene. Offer to call a cab, a sober friend, or a safe ride service. Take away their keys and let them stay the night. Whatever you do, do not let them make the wrong choice and drive away if they are impaired."

Saskatchewan has among the highest rate of impaired driving incidents out of all Canadian provinces, and it is the leading cause of fatal traffic collisions in the province. In 2016, preliminary numbers show 54 people were killed and 456 were injured in 1,085 crashes involving drugs or alcohol.

"When someone is impaired, and has their keys in hand, a real friend needs to step up,"

Hargrave said. "Even if it is awkward or uncomfortable to have that conversation, it is better than letting them drive away, risking death or injury. Let's make this a province where it is never OK to drive impaired. Where we all expect that, if we are impaired and about to drive someone is going to stop us."

See the "Be a Good Wingman" ad by following SGI on

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