

MADD Canada's 2008 Progress Report

The 2008 Progress Report is part of MADD Canada's ongoing dialogue with the provincial and territorial governments on the critical role that they can play in reducing impaired driving. This document outlines the progress that the jurisdictions have made in the last 12 months. Each provincial and territorial review begins with the jurisdiction's general performance in *Rating the Provinces and Territories: The 2006 Report Card* and how it fared in *The 2007 Progress Report*. Any relevant amendments and related initiatives introduced since August 31, 2007 are then outlined. This includes legislation that has been brought into force as well as legislation that is pending proclamation. Consistent with the previous reports, specific recommendations are made for improving each jurisdiction's impaired driving legislation. Finally, a conclusion is provided, rating the jurisdictions as "setting a good example," "promising" or "needs improvement."

Like its predecessors, *The 2008 Progress Report* focuses on five core initiatives. In selecting these initiatives, priority was given to measures that would garner the greatest public support and have the most significant impact on reducing impaired driving crashes. These initiatives are outlined below.

- a comprehensive graduated licensing program for all new drivers, including express police powers to enforce it;
- a .00% blood-alcohol concentration (BAC) limit for all drivers under 21 or with less than five years driving experience;
- express police powers to stop vehicles, establish sobriety checkpoints, and demand field sobriety (physical coordination) testing from suspected alcohol and/or drug-impaired drivers;
- a strengthening of the existing short-term roadside licence suspension programs for drivers with BACs of .05% or higher to include a 7-14 day licence suspension, a \$150-\$300 licence reinstatement fee, the recording of the suspension on the driver's record, and mandatory remedial measures for repeat violations; and
- mandatory alcohol interlock, vehicle impoundment and forfeiture, and remedial programs.

MADD Canada is very disappointed with the lack of progress that has been made in the last 12 months. Only Québec and New Brunswick introduced significant legislative changes. Manitoba enacted major reforms in 2006-07 and is going through a consolidation period. Nova Scotia, Ontario and Prince Edward Island enacted significant reforms in 2006-07, but key provisions of this legislation have not yet been brought into force. Alberta announced plans to strengthen its legislation, but made only modest changes in the last 12 months. Finally, British Columbia, Newfoundland and Labrador, Saskatchewan, the Northwest Territories, Nunavut, and the Yukon have done very little since MADD Canada's last comprehensive review in 2006.

The chart below summarizes the jurisdictions' performance in *The 2006 Report Card* and, more importantly, their ratings in *The 2008 Progress Report*. A more detailed discussion of the 2008 ratings is included in the individual provincial and territorial reviews.

JURISDICTION	2006 GRADES & RANKINGS		2008 RATINGS		
			Setting a good example	Promising	Needs improvement
Alberta	B-	4th			✓
British Columbia	C+	8th			✓
Manitoba	A-	1st			✓
New Brunswick	D	12th	✓		
Newfoundland and Labrador	B-	3rd			✓
Northwest Territories	B-	6th			✓
Nova Scotia	D+	11th		✓	
Nunavut	F	13th			✓
Ontario	B	2nd			✓
Prince Edward Island	D+	10th			✓
Québec	C	9th	✓		
Saskatchewan	B-	5th			✓
Yukon	C+	7th			✓

Looking forward, MADD Canada believes that three major initiatives warrant special attention. First, MADD Canada encourages all jurisdictions to enact a comprehensive graduated licensing program, coupled with a .00% BAC limit for all drivers under the age of 21 or in their first five years of driving.

Second, MADD Canada advocates that jurisdictions adopt the short-term administrative licence suspension program endorsed by the Canadian Council of Motor Transport Administrators (CCMTA). The program calls for 7-14 day administrative licence suspensions for drivers who are reasonably suspected of being impaired by alcohol and/or drugs, or who register a BAC of .05% or higher. The program also includes progressive sanctions and mandatory remedial measures for drivers with multiple violations.

Third, MADD Canada proposes that each jurisdiction enact a comprehensive alcohol interlock program for all federal impaired driving offenders. The minimum interlock order should be one year for a first offence, three years for a second offence within ten years, and five years for a third offence within this period. Regardless of the minimum prescribed period, the interlock order should remain in effect until the offender's performance in the interlock program and any remedial program convinces the licensing authority that he or she no longer poses a significant risk of re-offending.

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