

SGI: Traffic Safety in Saskatchewan Responses to Committee Questions

During SGI's May 21, 2013 presentation to the All-Party Traffic Safety Committee, SGI committed to providing additional information on a number of points.

1. SGI was asked why a seven-day driving permit is issued when someone is charged with exceeding .08 or refusal.

All drivers who are charged with a blood alcohol level exceeding .08 or refusing a breath test will be subject to a 90-day suspension. The individual receives an immediate 24-hour suspension and seven-day driving permit if the driver has a valid driver's licence. The 90-day administrative suspension begins after the expiry of the seven-day driving permit.

This legislation was developed in 1995 and the decision to have a seven-day driving permit was made to allow the driver time to get their affairs in order prior to the 90-day suspension. At that time, this was quite tough legislation.

2. SGI was asked to provide a breakdown of Report Impaired Drivers (RID) calls by location (urban vs. rural).

RID began as a pilot program in Saskatoon in March 2010, expanded to Regina in September 2010, to Moose Jaw and Prince Albert in March 2011 and to Weyburn and Estevan in September 2011. It expanded province-wide in November 2011.

The following stats are based on RID reporting provided by the corresponding enforcement agency. A call is identified as "intercepted" if enforcement attended the call and was able to locate the vehicle.

From 2010 to 2012, Saskatoon Police Service received 5,859 RID calls – 1,075 (18%) were intercepted, while 2,595 (44%) were not attended due to other priorities.

From 2010 to 2012, Regina Police Service received 2,927 RID calls – 501 (17%) were intercepted, while 1,731 (59%) were not attended due to other priorities.

From 2011 to 2012, Moose Jaw Police Service received 300 RID calls – 44 (15%) were intercepted, while 256 (85%) were not attended due to other priorities.

From 2011 to 2012, Prince Albert Police Service received 1,266 RID calls – 347 (27%) were intercepted, while 491 (39%) were not attended due to other priorities.

From 2011 to 2012, Weyburn Police Service received 20 RID calls – 7 (35%) were intercepted, while 4 (20%) were not attended due to other priorities.

From 2010 to 2012, Estevan Police Service received 94 RID calls – 57 (61%) were intercepted and all calls were responded to.

The RCMP's RID stats only date back to September 2012. From September to December 2012, the RCMP received 65 RID calls – 26 (40%) were intercepted, while 39 (60%) were not attended due to other priorities.

3. SGI committed to providing the committee with information on its Immigrant Driver Education Grants.

Funding for immigrant driver training in Saskatchewan began in 2009. The cost per applicant was about \$500. These funds were not available in 2012 due to budget constraints and SGI did not budget for the program in 2013. Annual funding for the program was as follows:

Year	Immigrant Grant Funding
2011	\$99,300 spent
2010	\$122,800 spent
2009	\$122,100 spent

4. It was noted that SGI's Graduated Driver's Licensing (GDL) program webpage does not state that GDL drivers cannot use hands-free cellphones.

Please note that all drivers in the Graduated Driver's Licensing program are prohibited from operating both hand held and hands-free electronic communication equipment, such as cellphones, while driving. The webpage has been updated to reflect this:

<https://www.sgi.sk.ca/individuals/licensing/getyourlicence/new/gdl.html>

https://www.sgi.sk.ca/pdf/gdl_chart.pdf

This information is also identified on SGI's website when discussing the cellphone legislation:

https://www.sgi.sk.ca/pdf/cellphone_impact_chart.pdf.

5. SGI was asked to provide data and/or research to support that hands-free and hand-held cellphone use while driving pose a similar risk.

Distracted driving: So what's the big picture?

http://www.tirf.ca/publications/PDF_publications/2011_TIRF_distracted_driving_8_web.pdf

Driver distraction and hands-free texting while driving

http://tirf.ca/publications/PDF_publications/TIRF-Hands-FreeTexting-2013_Final_6.pdf

Understanding the distracted brain: Why driving while using hands-free cell phones is risky behaviour

http://www.fnal.gov/pub/traffic_safety/files/NSC%20White%20Paper%20-%20Distracted%20Driving%203-10.pdf

6. SGI was asked to provide a breakdown of cellphone and driving without due care and attention conviction statistics by location (urban vs. rural).

[Attachment 1: Cellphone and without due care convictions by location of offence](#)

SGI has also provided a breakdown of injuries and fatalities by location where distracted driving or driver inattention were cited as a contributing factor.

[Attachment 2: Distracted driving and driver inattention injuries and fatalities by location](#)

7. SGI was asked to provide a breakdown of speeding injuries and fatalities by age, location (urban vs. rural) and vehicle type.

[Attachment 3: Speed-related injuries and fatalities by driver's age](#)

[Attachment 4: Speed-related injuries and fatalities by location](#)

[Attachment 5: Speed-related injuries and fatalities by vehicle type](#)

8. SGI was asked for details on the fines and demerits for speeding.

Speeding fines are prescribed in *The Summary Offences Procedure Regulations, 1991*.

- Exceeding of 80 km/hr or in excess of the maximum speed indicated by signs on highway or at entrance to park – \$70 plus \$1 for each km/hr in excess of the speed limit for speeds up to 30 km/hr above the speed limit and \$2 for each km/hr in excess of the speed limit for speeds greater than 30 km/hr above the speed limit ([Attachment 6: Speeding fine schedule](#))
- Driving in excess of 50 km/hr over the applicable speed limit – \$140 plus \$4 for each km/hr in excess of the speed limit
- Exceeding a speed that is reasonable and safe in the circumstances – \$125
- Exceeding the speed limit in a school zone – \$140 plus \$2 for each km/hr in excess of the speed limit for speeds up to 30 km/hr above the speed limit and \$4 for each km/hr in excess of the speed limit for speeds greater than 30 km/hr above the speed limit
- Driving at a speed that impedes traffic – \$85
- Exceeding 60 km/hr when passing a highway worker or flag person, any highway equipment occupied by a highway worker and marked in the prescribed manner, or any highway equipment that has its warning lights in operation – \$210 plus \$3 for each km/hr in excess of the speed limit for speeds up to 30 km/hr above the speed limit and \$6 for each km/hr in excess of the speed limit for speeds greater than 30 km/hr above the speed limit
- Exceeding 60 km/hr when passing a stopped emergency vehicle that has its emergency lights in operation – \$140 plus \$2 for each km/hr in excess of the speed limit for speeds up to 30 km/hr above the speed limit and \$4 for each km/hr in excess of the speed limit for speeds greater than 30 km/hr above the speed limit
- Exceeding 60 km/hr when passing a stopped tow truck that has its amber lights in operation – \$140 plus \$2 for each km/hr in excess of the speed limit for speeds up to 30 km/hr above the

speed limit and \$4 for each km/hr in excess of the speed limit for speeds greater than 30 km/hr above the speed limit

- Increasing speed when about to be overtaken – \$100
- Driving in a contest of speed or racing with another vehicle on a highway (contest of speed) – \$125

The above fines do not include the victims of crime surcharge, as prescribed in *The Victims of Crime Regulations, 1997*. The amount of a surcharge is:

- \$40 if the fine imposed is \$99 or less;
- \$50 if the fine imposed is greater than \$99 but less than or equal to \$200;
- \$60 if the fine imposed is greater than \$200 but less than or equal \$350;
- \$80 if the fine imposed is greater than \$350 but less than or equal to \$500; and,
- 40% of the fine imposed rounded off to the nearest dollar if the fine imposed is greater than \$500.

Drivers are assigned demerit points for speeding convictions under the Driver Improvement program. The number of demerit points assigned is based on the nature of the speeding charge.

Charge	Demerit Points
Exceed speed limit	1
Exceed 60 km/h passing emergency vehicle	3
Exceed 60 km/h passing highway worker	3
Exceed 60 km/h passing tow truck	3
Speed greater than 50 km/hr over limit	4
Speed too fast for conditions	4
Street racing	4
Exceeding a speed that is reasonable and safe	4
Exceeding the speed limit in a school zone	3
Driving at a speed that impedes traffic	3
Contest of speed	4
Increasing speed when about to be overtaken	3

Attachment 1: Cellphone and without due care convictions by location of offence

Using electronic communication equipment while driving conviction by location of offence:

Year	Urban		Rural		Total
	Count	%	Count	%	
2010	1,422	90%	163	10%	1,585
2011	3,097	91%	301	9%	3,398
2012	3,468	92%	303	8%	3,771

Without due care and/or reasonable consideration conviction by location of offence:

Year	Urban		Rural		Total
	Count	%	Count	%	
2010	1,189	64%	679	36%	1,868
2011	1,367	69%	600	31%	1,967
2012	1,751	74%	623	26%	2,374

Urban locations include: Saskatoon, Regina, Prince Albert, Moose Jaw, Yorkton, Swift Current, North Battleford, Estevan, Lloydminster, Weyburn, Meadow Lake, Warman, Humboldt, Melfort, Martensville, Kindersley and Nipawin.

Attachment 2: Distracted driving and driver inattention injuries and fatalities by location

Distracted driving:

Year	Location	Number Injured	Number Killed
2007	Other	15	1
	Rural	158	5
	Urban	267	2
2008	Other	13	0
	Rural	190	10
	Urban	275	1
2009	Other	13	0
	Rural	198	5
	Urban	255	0
2010	Other	14	0
	Rural	185	6
	Urban	230	0
2011	Other	11	0
	Rural	185	5
	Urban	300	1
2012*	Other	22	0
	Rural	148	16
	Urban	338	0

Driver inattention:

Year	Location	Number Injured	Number Killed
2007	Other	44	3
	Rural	627	37
	Urban	1,950	7
2008	Other	76	2
	Rural	669	37
	Urban	1,954	5
2009	Other	54	1
	Rural	689	32
	Urban	1,707	0
2010	Other	61	4
	Rural	643	52
	Urban	1,457	4
2011	Other	29	0
	Rural	615	45
	Urban	1,588	2
2012*	Other	30	1
	Rural	525	57
	Urban	1,654	4

*2012 collision data is preliminary and subject to change.

Note: These stats are from the Traffic Accident Information System.

Attachment 3: Speed-related injuries and fatalities by driver's age

Year	Age Group	Number Injured	Number Killed
2007	Under 15	9	1
	15 to 19	268	8
	20 to 24	210	4
	25 to 34	179	4
	35 to 44	105	10
	45 to 54	76	10
	55 to 64	36	9
	65 to 74	15	1
	75 and Over	12	0
Not Stated	21	1	
2008	Under 15	12	0
	15 to 19	261	10
	20 to 24	193	11
	25 to 34	227	9
	35 to 44	132	6
	45 to 54	102	1
	55 to 64	42	1
	65 to 74	24	4
	75 and Over	10	0
Not Stated	52	1	
2009	Under 15	14	1
	15 to 19	233	10
	20 to 24	188	7
	25 to 34	200	10
	35 to 44	129	10
	45 to 54	71	3
	55 to 64	43	4
	65 to 74	23	1
	75 and Over	13	0
Not Stated	27	0	

Year	Age Group	Number Injured	Number Killed
2010	Under 15	0	0
	15 to 19	177	9
	20 to 24	173	8
	25 to 34	176	10
	35 to 44	86	6
	45 to 54	57	3
	55 to 64	37	3
	65 to 74	21	0
	75 and Over	9	0
Not Stated	55	1	
2011	Under 15	1	0
	15 to 19	227	9
	20 to 24	206	8
	25 to 34	191	17
	35 to 44	153	6
	45 to 54	96	2
	55 to 64	62	2
	65 to 74	18	0
	75 and Over	21	1
Not Stated	31	1	
2012*	Under 15	2	0
	15 to 19	283	5
	20 to 24	213	8
	25 to 34	272	8
	35 to 44	172	16
	45 to 54	126	7
	55 to 64	71	5
	65 to 74	20	0
	75 and Over	18	0
Not Stated	31	0	

*2012 collision data is preliminary and subject to change.

Note: These stats are from the Traffic Accident Information System.

Attachment 4: Speed-related injuries and fatalities by location

Year	Location	Number Injured	Number Killed
2007	Other	46	3
	Rural	432	38
	Urban	453	7
2008	Other	97	6
	Rural	535	27
	Urban	423	10
2009	Other	60	1
	Rural	479	39
	Urban	402	6
2010	Other	71	3
	Rural	426	32
	Urban	294	5
2011	Other	68	1
	Rural	488	40
	Urban	450	5
2012*	Other	64	1
	Rural	499	46
	Urban	645	2

*2012 collision data is preliminary and subject to change.

Note: These stats are from the Traffic Accident Information System.

Attachment 5: Speed-related injuries and fatalities by vehicle type

Year	Vehicle Type	Number Injured	Number Killed
2007	Automobile (Passenger Car)	464	13
	Pickup Truck	229	12
	Panel Van/Minivan/SUV	180	12
	Trucks Over 4500 kg	6	2
	Semi-Trailer Power Unit	11	1
	Urban Transit Bus	1	0
	Motorcycle	19	6
	Snowmobile	9	2
	Construction/Maintenance Equipment	1	0
	Off-Highway Vehicle (3 or 4 Wheel ATV)	4	0
	Not Stated	7	0
2008	Automobile (Passenger Car)	493	15
	Pickup Truck	286	12
	Panel Van/Minivan/SUV	214	12
	Trucks Over 4500 kg	7	0
	Semi-Trailer Power Unit	14	0
	Motorcycle	20	3
	Snowmobile	3	1
	Off-Highway Vehicle (3 or 4 Wheel ATV)	15	0
Not Stated	3	0	
2009	Automobile (Passenger Car)	468	18
	Pickup Truck	243	14
	Panel Van/Minivan/SUV	179	9
	Trucks Over 4500 kg	14	1
	Semi-Trailer Power Unit	11	2
	Inter-City Bus	2	0
	Motorcycle	12	1
	Moped/Powered Bicycle	1	0
	Snowmobile	5	0
	Off-Highway Vehicle (3 or 4 Wheel ATV)	5	1
	Not Stated	1	0

Year	Vehicle Type	Number Injured	Number Killed
2010	Automobile (Passenger Car)	372	22
	Pickup Truck	238	10
	Panel Van/Minivan/SUV	122	7
	Trucks Over 4500 kg	5	0
	Semi-Trailer Power Unit	8	1
	School Bus - Standard Large Type	2	0
	Motorcycle	17	0
	Ambulance/Police/Fire	2	0
	Snowmobile	9	0
	Off-Highway Vehicle (3 or 4 Wheel ATV)	15	0
Motorhome	1	0	
2011	Automobile (Passenger Car)	512	25
	Pickup Truck	276	16
	Panel Van/Minivan/SUV	179	4
	Semi-Trailer Power Unit	14	0
	Motorcycle	20	0
	Bicycle	1	0
	Snowmobile	2	0
	Unregistered Farm Equipment	1	0
Off-Highway Vehicle (3 or 4 Wheel ATV)	1	1	
2012*	Automobile (Passenger Car)	472	20
	Pickup Truck	353	21
	Panel Van/Minivan/SUV	320	5
	Trucks Over 4500 kg	5	0
	Semi-Trailer Power Unit	15	2
	Urban Transit Bus	1	0
	School Bus - Standard Large Type	3	0
	Motorcycle	21	0
	Snowmobile	7	0
	Off-Highway Vehicle (3 or 4 Wheel ATV)	7	1
	Not Stated	4	0

*2012 collision data is preliminary and subject to change.

Note: These stats are from the Traffic Accident Information System.

Attachment 6: Speeding fine schedule

The following fines are for “regular” speeding, and do not include speeding in school zones, when passing a highway worker or flag person, any highway equipment occupied by a highway worker and marked in the prescribed manner, or any highway equipment that has its warning lights in operation, when passing a stopped emergency vehicle that has its emergency lights in operation and when passing a stopped tow truck that has its amber lights in operation.

In excess of speed limit by:

10 Km/h	=	\$120.00	37 Km/h	=	\$194.00
11 Km/h	=	\$121.00	38 Km/h	=	\$196.00
12 Km/h	=	\$122.00	39 Km/h	=	\$198.00
13 Km/h	=	\$123.00	40 Km/h	=	\$200.00
14 Km/h	=	\$124.00	41 Km/h	=	\$202.00
15 Km/h	=	\$125.00	42 Km/h	=	\$204.00
16 Km/h	=	\$126.00	43 Km/h	=	\$206.00
17 Km/h	=	\$127.00	44 Km/h	=	\$208.00
18 Km/h	=	\$128.00	45 Km/h	=	\$210.00
19 Km/h	=	\$129.00	46 Km/h	=	\$212.00
20 Km/h	=	\$130.00	47 Km/h	=	\$214.00
21 Km/h	=	\$131.00	48 Km/h	=	\$216.00
22 Km/h	=	\$132.00	49 Km/h	=	\$218.00
23 Km/h	=	\$133.00	50 Km/h	=	\$220.00
24 Km/h	=	\$134.00	51 Km/h	=	\$404.00
25 Km/h	=	\$135.00	52 Km/h	=	\$408.00
26 Km/h	=	\$136.00	53 Km/h	=	\$432.00
27 Km/h	=	\$137.00	54 Km/h	=	\$436.00
28 Km/h	=	\$138.00	55 Km/h	=	\$440.00
29 Km/h	=	\$139.00	56 Km/h	=	\$444.00
30 Km/h	=	\$150.00	57 Km/h	=	\$448.00
31 Km/h	=	\$182.00	58 Km/h	=	\$452.00
32 Km/h	=	\$184.00	59 Km/h	=	\$456.00
34 Km/h	=	\$188.00	60 Km/h	=	\$460.00
35 Km/h	=	\$190.00	61 Km/h	=	\$464.00
36 Km/h	=	\$192.00	62 Km/h	=	\$468.00

Note: The above fines include the victims of crime surcharge, as prescribed in *The Victims of Crime Regulations, 1997*.