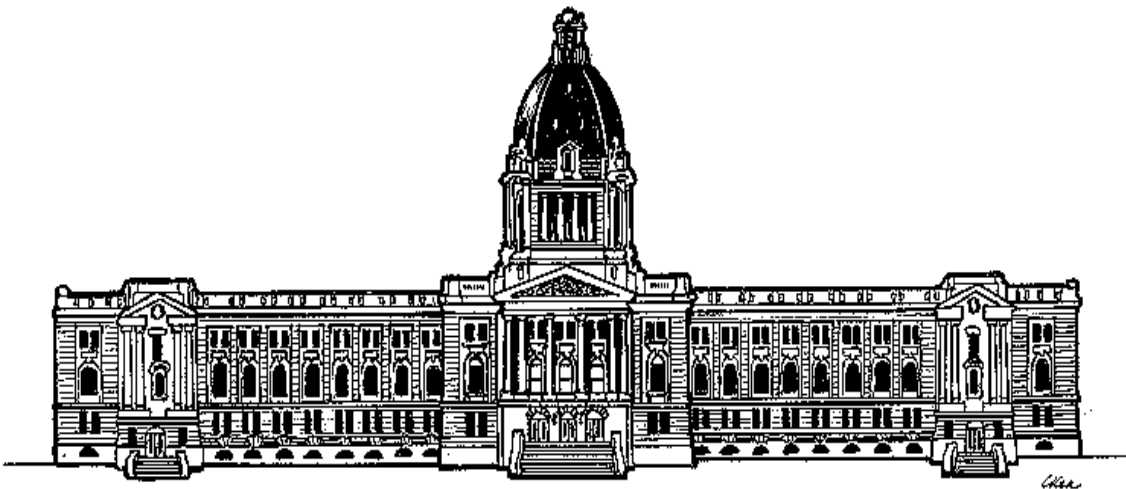




# **STANDING COMMITTEE ON CROWN AND CENTRAL AGENCIES**

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## STANDING COMMITTEE ON CROWN AND CENTRAL AGENCIES

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Mr. Fred Bradshaw  
Carrot River Valley

Mr. Dan D'Autremont  
Cannington

Mr. Randy Weekes  
Biggar

Mr. Trent Wotherspoon  
Regina Rosemont

[The committee met at 16:00.]

**Bill No. 116 — *The Traffic Safety (Drivers' Licences and Hand-held Electronic Communications Equipment) Amendment Act, 2009***

**Clause 1**

**The Chair:** — I'd like to welcome everyone to this committee meeting of Crown and Central Agencies, the members and especially the minister and her officials.

Committee members, earlier this afternoon the Assembly referred Bill No. 116, *The Traffic Safety (Drivers' Licences and Hand-held Electronic Communications Equipment) Amendment Act, 2009* to our committee. This is what we will now be considering — Bill No. 116, clause 1, short title. By practice the committee normally holds the general debate during consideration of clause 1. Before we begin questions, Madam Minister, would you please introduce your officials, and if you would like to make any opening statements.

**Hon. Ms. Draude:** — Thank you very much. To the Chair and to the committee members, I really appreciate the opportunity to discuss Bill 116, the traffic safety amendment Act.

I have with me today Andrew Cartmell who's the president and CEO [chief executive officer] of SGI [Saskatchewan Government Insurance]. I have Elizabeth Flynn who's a legislative advisor; and Kwei Quaye who is AVP [assistant vice-president] of traffic safety services; and Lyle Mosiondz who is AVP of the auto fund.

And I appreciate the opportunity to just spend a couple of minutes and discuss the Bill that's being brought forward today.

The Act is administered by SGI, and it outlines the laws regarding road use in Saskatchewan. There's two amendments, and the first one I'd like to comment on is designed to increase safety on Saskatchewan's roads and highways.

We all know that distractive driving is the most serious road issue that we have. And in Saskatchewan, driver inattention is the most commonly cited factor in all collisions. It accounts for 25 per cent of the factors reported. In fatal collisions, it's the second most commonly cited factor.

Cellphone and texting are significant sources of distraction to drivers, and they've been associated with highly elevated risks of involvement in traffic collisions. Driver distraction is very a important part of SGI's comprehensive traffic safety strategy.

There was a study done by Virginia Tech on cellphone use that found the risk of involvement in a crash by drivers who were texting is 23 times that of non-distracted drivers, and the risk for drivers talking on cellphones is 3 to 6 times that of non-distracted drivers. And according to the Canadian Wireless Telecommunications Association, cellphone usage has grown by 10 times and grown rapidly in the past 10 years. It's also expected that tasks related to cellphone use, as a source of drivers' distraction, is going to continue to increase.

So given the risks associated with these distractions, there is a potential for an increase in the number of collisions associated with distraction.

The proposed amendment bans the use of hand-held cellphones for talking, for texting, emailing, and surfing the Internet while driving. And under this new law, the penalty for using a cellphone while driving will be \$280 as a fine and four demerit points under SGI's Safe Driver Recognition driver improvement program.

Drivers who are not in Saskatchewan's graduated driver's licensing program will be allowed to use hands-free cellphone devices. However the new drivers, drivers who are in the graduated driver's licensing program won't be able to use cellphones of any kind while they're driving. This is going to allow them to gain the driving experience that's important under lower risk conditions, which is consistent with the principles of graduated licensing.

We also know that cellphones are not the only source of driver distraction, but research shows that the use of hand-held cellphones for talking and texting is a growing danger. It's important to remember the law enforcement still has the ability to lay a charge of driving without due care and attention to address situations where driver distraction is putting road users at risk. And I know that SGI will continue to educate drivers about the dangers of distracted driving.

And the second amendment I'd like to discuss is designed to modernize Saskatchewan's driver's licence, and it's going to make it consistent with the standards adopted by other North American jurisdictions.

Saskatchewan's existing driver's licence is a two-part annual licence. It consists of a photo identification and a paper driver's licence. This change is going to mean that Saskatchewan driver's licence will move from a two-part annual licence to a more secure, one-part, five-year licence. Changing the licence to a one-part licence will reduce the chance of identity theft, and again, it'll make it consistent with other standards adopted by other North American jurisdictions. This will ensure that Saskatchewan's driver's licence continues to be accepted as a valid identification by law enforcement and other agencies.

The proposed amendment is also another example how we're making it easy to do business with SGI. In addition to convenience, customers will have the opportunity to save money. Customers who choose to pay \$100 for the licence at the time of renewal is going to save \$25 from today's cost, but you'll still have the opportunity to buy it every year for the \$25 that's being charged at this time. So we'll be working with potential vendors to evaluate the most cost-effective method to offer an improved, secure driver's licence.

And this really is the outline of the proposed amendments to the traffic safety amendment Act. I'm looking forward to the questions. I know that some of the members opposite had a number of questions that I was listening to attentively in the last few days, and I want to thank them for their interest. I know that regardless of which side of the House we're on, safety is the important issue. And this is all about making sure that our

drivers and our young drivers are safe on our highways.

So I'm going to entertain questions, and I probably will be asking my officials for help in answering them. So thank you very much for your attention.

**The Chair:** — I believe there's questions from the member from Regina Northeast.

**Mr. Harper:** — Thank you, Mr. Chair. And welcome, Madam Minister, and your officials to the committee here today. It's certainly a pleasure to have you here and have the opportunity to have the opportunity to further flesh out your particular Bill here.

For the purpose of the Bill, what is meant by the determination hand-held? Can you describe to me what would be considered as a hand-held electronic device and what is not a hand-held electronic device?

**Mr. Quaye:** — A hand-held electronic device as defined in the Bill is specific to cellular phones only, and it is the use of the cellular phone that is in the mode that is being held in one's hand whilst it's being used.

**Mr. Harper:** — So would the same cellphone, though not held in the hand but held in a bracket that is mounted to the vehicle's interior, would that then be considered a hand-held device?

**Mr. Quaye:** — Not according to this Bill. It's not hand-held. That mode of use is not a hand-held mode of use; it's a hands-free mode of use.

**Mr. Harper:** — So then anyone using a cellphone in that manner, that would be considered by the determination of the Act as being hands-free, wouldn't be in contrary to the Act then?

**Mr. Quaye:** — That's correct, except if you are a driver in the graduated driver's licence program. You cannot do that.

**Mr. Harper:** — Okay. So then during the process of using a hands-free cellphone, because it's in a bracket and it's attached to the dashboard, then in the process of using that phone, dialing it and so on and so forth, would that be a great deal less distractive than having the same cellphone in your hand and dialing it?

**Mr. Quaye:** — The design of the legislation doesn't allow you to dial that phone when it's in that mode. You can use that phone by pressing the button once and use the phone. The way it's designed right now, you can actually dial a number on a phone that is hands-free and mounted in the vehicle and use it.

**Mr. Harper:** — Great. That clarifies a question I had. Another question is, if the person is in, contrary to this Act, if they are using a hand-held telephone while driving, they're talking on a telephone while driving. But if they're sitting in their vehicle and the vehicle is not moving, for example they've parked on the side of the road to make a telephone call, would they be contrary to the Act then?

**Mr. Quaye:** — No. They wouldn't.

**Mr. Harper:** — Even though the vehicle may be running and all the rest of that stuff, but it's standing still, they still wouldn't be in contrary to the Act?

**Mr. Quaye:** — If they are parked, it wouldn't be contrary to the Act.

**Mr. Harper:** — Okay. Has there been any studies to indicate what might happen with the number of people who would still be using the telephone, their cellphone, while driving, but to answer the phone or to make the call, they pull over to the side of the road. I would assume that this would be a greater practice once this Act is implemented. It will be a greater practice of people still using, wanting to use their cellphone for communication purposes, but the need to pull over to stop, that would increase the number of people stopped along our busy highways and byways, and the process of pulling over and stopping and interfering with traffic in doing that. Has there been any studies to indicate whether that would cause any further problems, or potential accidents or anything like that?

**Mr. Quaye:** — No, not that I'm aware of right now. I'm not aware of any studies that have been done as to the impact of people pulling to the side of the road and parking and being involved in collisions. What we do emphasize is that you pull over to the side of the road and park in a safe spot, and when it is safe to do so. And we'll continue to emphasize that because it's important that you pull over and park safely.

**The Chair:** — If I may cut in for a moment. The official that was speaking was Kwei Quaye. If the officials, before they start any particular series of questions, could identify themselves, it helps anyone that would be watching. Thank you. I apologize.

**Mr. Harper:** — No problem, Mr. Chair. My next question is, this Act pertains to operating a motor vehicle on our highways only?

**Mr. Quaye:** — Highways as defined in the Act includes any public roadway. So it's just the definition in the Act that we use highway, but it includes all roads.

**Mr. Harper:** — So it would include all municipal roads.

**Mr. Quaye:** — That's correct.

**Mr. Harper:** — Okay. Now how would this Act apply to someone operating a licensed motor vehicle such as a snow machine that would be driving on a designated snow machine trail? Would they be subject to the same letter of the law of this Act? If they were caught talking on a cellphone while operating a snow machine on a designated snow machine trail, would they be subject to this Act?

**Ms. Flynn:** — My name is Elizabeth Flynn. Motor vehicle is defined in the Act as any vehicle that does not use muscular power. So a snowmobile is clearly a motor vehicle, first and foremost. Then there's the question of whether the trails are actually on a highway or not. When they are certainly on Crown land, I would venture to say the registration is required and the prohibition would apply. If they're being operated on private land, clearly the prohibition would not apply.

**Mr. Harper:** — Now my question was, if the snowmobile is being operated on a designated snowmobile trail, one that's been set out under *The Snowmobile Act*, if there is such a thing as that, but as a designated trail that's being groomed by a snowmobile club and so on and so forth. And if an individual was driving their snow machine on that trail and while driving and operating that snowmobile, they were talking on their cellphone, they would be subject to this Act then?

**Ms. Flynn:** — My apologies. My understanding of the trail situation is that it goes over both Crown land and private land, so just the simple fact that it's a groomed trail is not going to bring the legislation into application.

**Mr. Harper:** — So then if the trail was on Crown land, and an individual was operating a snow machine and talking on his cellphone, he'd be subject to this Act. But if he goes a half a mile further down the road, and the trail goes into a private land where the snowmobile club has permission to have a groomed trail, and he's operating a snowmobile on that trail which is on private land and talking on his cellphone, he is then not subject to this Act.

**Ms. Flynn:** — That's certainly correct. I don't think the trail would fall under a definition of a highway.

**Mr. Harper:** — But the safety factor would be the same, would it not?

**Mr. Quaye:** — If I may comment. I think this applies just like other types of legislation. If the individual is on his private property or private land for instance, he or she can choose to buckle up, wear a seat belt. And he won't be subject to the laws of, you know, whether he's, for example, wearing a seat belt and getting a ticket from the police. But however, if they operate on a public roadway or highway, he or she will be subject to the Act in terms of not wearing a seat belt. So this is not unlike other pieces of legislation that apply to operation on the highway.

**Mr. Harper:** — Okay. Then my next question would be, in today's agricultural world certainly time is obviously in many cases a factor, whether it be in the spring putting the crop in or in the fall taking it off. And I know that today one of the accepted methods of communications for farmers between their operation, their other equipment perhaps in the field and their home base, is the use of a cellphone.

So when that farmer is of course operating his motorized farm equipment on his own private land, he can phone to Timbuktu if he so wishes with no problem. But what if that farmer is moving that motorized equipment — whether it be his tractor with an air seeder behind or a swather or a combine — moving it down a public road from one quarter section to another and used his cellphone, as he has been doing all day and as a standard practice, to communicate with others in his operation or communicate with his home base, perhaps somebody to come and pick him up from the field he's moving to. Would he be in contrary to this Act then?

[16:15]

**Mr. Quaye:** — If that farmer is operating on a highway as

defined by the Act and he uses that cellphone as indicated in the Act, yes, he would be contrary to the Act. And that is the reason why there is an opportunity to use a hands-free mode for cellphones, so that farmer can evidently use the phone in hands-free mode and would be able to communicate with his counterparts without contravening the Act.

**Mr. Harper:** — So if he has his cellphone in a bracket on the dashboard of his tractor, he's all right. But if he has it in his pocket and pulls it out and phones his good wife to come and pick him up from the field which he's moving to, he would be contrary to the Act and subject to a \$280 fine.

**Mr. Quaye:** — If the farmer uses the phone in a hand-held mode as defined in the Act, yes, he will be contrary to the Act. And I would like to indicate that the farmer that you indicate in your . . . [inaudible] . . . the one who's using the roadway, but based on some of the stats that we've seen with respect to the use of hand-held cellular phones, cellular phones in general, that farmer will be endangering not himself but many other road users who he is sharing the public space with. So I think that needs to be taken into consideration.

**Mr. Harper:** — Thank you, sir, for your answers. I've appreciated the opportunity to ask you questions. I'll turn it over to my colleague here now.

**The Chair:** — Mr. Wotherspoon.

**Mr. Wotherspoon:** — Thank you very much, just a couple of questions. When we're looking at, I guess, reducing distractions on the road, I'm wondering what else was analyzed at this point in time as far as devices or activities that might have been included in this legislation. I'm wondering if there's other devices that may bring certain risk or distraction. I think of items such as possibly a GPS [global positioning system] or some of the music devices like an iPod or these different types of devices that certainly have seen an uptake in usage and sometimes behind the wheel. I'm wondering if there's any other items or how broad the analysis was as far as other items that cause distraction.

**Mr. Quaye:** — In the very pure sense of eliminating distractions, one could think of an extreme where you eliminated things such as pets jumping around the car, somebody shaving, people grooming, all these activities that actually take place. Even not paying attention and looking at things outside the vehicle have been shown to pose risks. So we did quite a comprehensive analysis of all these particular issues, and I think the key question was cellular phones and its use in many different ways . . . [inaudible] . . . and has taken off in a great way. So . . . [inaudible] . . . of distractions are still there, and GPS of course are the new types of distractions.

What we've seen with cellular phones, its growth has been astronomical, and the recent advent of texting just pushed this over the edge. So to answer your question, we looked at all types of distractions, and the question was, what can you in a very practical way put in legislation? What is the most critical of this that you can put in legislation and tackle that rather than, you know, try to legislate things like talking to your spouse or not paying attention and talking to your baby in the back seat. So all these things are distractions.

**Mr. Wotherspoon:** — And as we've said in our speeches, we certainly support the principle of this legislation because there is such an upswing in this usage of this technology, and without doubt, it has huge risk to the roads. I noted leaving the Roughrider game on Sunday in fact and seeing vehicles bumper to bumper, and everybody seemed to be on the phone, probably phoning loved ones and friends and otherwise to celebrate the game. But since we're focusing on this Bill, it immediately came to my mind about the huge risk that was occurring at that point in time.

Question as to the instrument you've chosen to change this behaviour, being the penalty structure, the fine, and the demerit system. Just wanting to, if you can compare this to . . . I guess just your rationale for this instrument and your confidence in its ability to change behaviour.

**Mr. Quaye:** — I think getting demerit points since the advent of the safe driver commission program, the use of demerit points of an instrument has become a very effective tool for us because it tends to be quite immediate in terms of impact on people, and most people would like to get a discount on their insurance.

And what happens is that would be immediate impact of their demerit points, negative demerit points. We send a message clearly to you that, you know, you won't be subsidized by safe drivers if you're driving in a way that has been shown to have a high risk of causing collisions. You'll have to pay a penalty for it.

The reason why we chose four points and \$280 is that cellular phone use has become the poster child for driver distraction or driving without due care and attention, and currently the fine for driving without due care and attention is \$280 and four demerit points. And with the risks that we've seen with respect to texting, for instance, which is 23 times the risk posed by a non-distracted driver, that is as high as one could ever get with respect to risk of involvement in collisions.

So that's the rationale behind the choice of those tools. The tools are related to its contribution or potential contribution to the risk of involvement in a collision. So we want to send that message that the higher your risk, the more the impact on you with respect to a penalty.

**Mr. Wotherspoon:** — Thank you for that answer. With respect to some of the consultation that you've undertaken through this process, certainly we've chatted with some other jurisdictions, and we've also had discussions, a dialogue with the police chiefs. Our understanding is that there's support there, but I guess I look to the minister at this point in time for a list of who's been consulted through this process and as well if anyone's raised any concerns through that process that maybe we haven't yet identified at this table.

**Hon. Ms. Draude:** — Thank you to the member. And while my officials are looking for the list, I want to assure you that I have spoken to a number of other jurisdictions as well. We know that some of the legislation is similar to what is being considered in some areas. We haven't gone as far as actually banning all cellphone usage which I think makes it really difficult for a lot of people to carry on their ordinary lives.

I've had the opportunity to use my hands-free, and it was sort of like using the seat belt at first. Once you get used to it, it is very easy and it makes . . . you know yourself that you're a lot safer. You're not trying to look around your telephone. And backing up is not something that's an actual concern.

So the police chiefs have been involved in it. And also I was very impressed that we had the group from SADD, the Students Against Drinking and Driving, but basically they said they're worried about distraction as well. And they want to send the message that they are encouraging safety on the roads and that there's many more ways to be distracted. And I was really impressed with the fact that they also came forward.

Since we've introduced the legislation, we've been hearing from people right across the province. Although many of them weren't — I can't say jumping up and down — happy with the idea, I have yet to hear one say they thought it was a bad idea because we're doing it. We're introducing the legislation and we're talking about safety. And the fact that this is what the main point of this is, is making sure that the drivers are safe.

I'm thinking that there's a list that was compiled by SGI, and they can answer the question. But I wanted to assure my colleagues on both sides of the House that we haven't had people saying this isn't something that we should be doing.

**Mr. Quaye:** — Just to comment on some of the groups that we've spoken to, we've spoken to the Saskatchewan Safety Council about this legislation. We've spoken to the Saskatchewan Association of Chiefs of Police about the legislation. We've spent a fair amount of time with that particular group because they are key with respect to whether certain legislation succeeds or fails, based on our experience from other jurisdictions. And they are totally supportive of this legislation and intend to work very hard to ensure that we succeed with this legislation.

We consulted with Safe Saskatchewan. That's another safety group. We've consulted with Students Against Drinking and Driving which is a significant, you know, constituency when it comes to our younger drivers. And we did extensive consultations with other jurisdictions to understand what they were doing, what kind of challenges they faced with their legislation, and things that we could avoid or things that we could include on ours.

And just like the minister indicated, ours is different, just like it's different flavours all across Canada right now. And we came up with something that will work best for us here in Saskatchewan.

**Mr. Wotherspoon:** — Just as far as other jurisdictions that have actually implemented such a law and that have brought changes, I guess — and you're saying that no law is exactly alike or legislation that's exactly alike — we're just looking for if you could present some of the quantitative evidence as to the, I guess, the change that was brought, the safety that was brought to communities once such a law has been passed in other jurisdictions. Any sort of statistics to provide?

**Mr. Quaye:** — The cellphone legislation is very new, very, very new, especially in North America, particularly in Canada.

Newfoundland was the first jurisdiction to bring a cellphone law. I think they did so in the mid-'90s, thereabouts. And then there was a lull and then came a number of other jurisdictions. So right now we have Nova Scotia, PEI [Prince Edward Island], Ontario, Quebec. And British Columbia recently announced their intention to pass a law this fall. Manitoba has passed one; it won't come into effect till June of next year. And then us. It's fairly new.

Research-wise we haven't seen any evidence with respect to the impact of cellphone legislation on crash reduction. The work that has been done on the impact of cellphone legislation is to see if it really has a lasting impact. Like, does it have an effect on the levels of use of cellphones?

And the three jurisdictions that have been looked at — this work done by the insurance institute in the USA [United States of America] — they looked at Connecticut. They looked at Washington, DC [District of Columbia], and they looked at . . . Washington, DC; Connecticut; and New York, the laws in those states. And they established immediately after the law, cellphone use goes down and it goes up slightly again. But eventually in all these jurisdictions, it's been proven that it has led to a reduction in the number of people using their cellphones.

The crash impacts? No. While we intend to follow this quite closely once, you know, our law comes into effect because for us it helps us know if we're doing the right thing in the ways and opportunities in which we can improve what we have. But that is the plan that we have right now.

**Mr. Wotherspoon:** — Thank you for that. Question specifically around the graduated driver's licence and the different application to these drivers than the rest of drivers, if the minister could provide, I guess, even a bit of an overview of who those drivers are and what that legislation currently is or that program is and then how this legislation affects those drivers.

**Hon. Ms. Draude:** — Thank you to the member. And I know that the member's aware that it's 18 months before someone is considered to not be part of the graduated driver's licensing program. And I'm sure the member knows as well, it isn't necessarily the age of the driver. It can be, somebody can be as old as I am. If they're new at driving, they still will have to be part of this program.

[16:30]

I think this is an opportunity for us to ensure that our young drivers have the experience that they need to be on the road. I think the other thing that I refer to, to Kwei's comment that we have, that the young people are the ones that are doing a lot of the texting now. And that's the comments that I'm hearing, not even as much the cellphone as the texting.

And so many of them spend a lot of their time texting. They're not going to be allowed to do that at all. I know that under the learner stage, the minimum age is 16 and 15 years old if they're entering high school driver training. They have to pass the written knowledge test and they have mandatory education. That's at the learner stage.

And then the restrictions. They must have a supervising driver in the front seat at all hours. The supervising driver must be an experienced, licensed driver. And the passengers must be an immediate family member between midnight and 5 o'clock in the morning. The number of passengers is limited to the number of seat belts. They can't consume any alcohol, period. They cannot be supervising a driver. And they cannot obtain any commercial driver's licence or endorsement. And the time for this, duration of this stage is nine months.

So I'm not sure if the member has other questions, but this is the graduated driver's licence and the issues around that part of the licensing.

**Mr. Wotherspoon:** — One last question, and I know my colleague has some as well. Question as far as enforceability and the readiness of police services to be able to enforce this law. I believe it would come into effect on January 1st. Is that correct?

**Hon. Ms. Draude:** — That's correct. That's what we're aiming for.

**Mr. Wotherspoon:** — Do you have confirmation from police services from across the province that they're going to be able to in effect enforce this new law?

**Hon. Ms. Draude:** — I'm going to let Kwei answer this question. But the police officers that I have spoken to said, give us the ability, the right to be able to stop people and to actually to see what's happening, and then leave it to us as police officials to see how we can make this happen. And I am waiting, as Kwei said, to see the information that's going to come from this law.

We're testing new grounds. And I'm really pleased that Saskatchewan is now taking the opportunity to lead the way and say, we don't know. We have a baseline information, and we're going to be monitoring it further. But I'm sure that we will be able to get back to the legislature in a matter of time and say this is the impact it's had. But I'm going to ask Kwei to see what the police officers have said to him.

**Mr. Quaye:** — Like I indicated earlier, we've spent a great deal of time with the police because, as I said, the success of a law like this depends entirely on its enforceability. We've met with the Saskatoon city police because it's a large jurisdiction. We've met with Regina city police. We've met with the Saskatchewan Association of Chiefs of Police and discussed this with them. And currently the only tool that the front-line people have is to charge people with driving without due care and attention. And they've indicated to us that they are in strong support of this law, and they are ready to enforce it. So we have their total support on this.

**Mr. Wotherspoon:** — Thank you for that information. That was a question that was important to us because if we come out with a new law that comes into force, but we're not yet ready to enforce it properly across the province, it's going to significantly dampen the effect of that law and possibly even through the long run. So I certainly urge the minister to continue to make sure that those assurances are in place and plans are in place. And I don't have any other comments at this

point, but I know another member of our committee does.

**The Chair:** — Mr. Yates.

**Mr. Yates:** — Thank you very much, Mr. Chair. Madam Minister and to your officials, with any new law like this, of course there are issues of awareness and understanding of the implications of the law. Could you outline for us what you would plan or what SGI plans to do in a public awareness campaign or a lead up to the actual implementation of this coming into effect?

**Hon. Ms. Draude:** — Again, the details I will leave to Kwei to explain. But that was part of the issue that we had as government, to make sure that people were aware of what's coming so that we could be educating the people. And there has to be a rollout so that people understand what's happening. Even the fact that when the Bill was announced there was a lot of media, and with the students here as well, it actually helped raise the awareness. So that's part of SGI's job is to make sure that we spend a lot of time educating our people. So the rollout campaign is something that Kwei can outline.

**Mr. Quaye:** — When this law passes, our plan is to initiate a radio campaign. There will be a TV campaign. There will be billboards on the major highways, entrances into Saskatchewan. This is particularly to educate people who probably are coming from out of province who won't be aware of this legislation. There will be a concerted target of all teens in high schools through SADD [Students Against Drinking and Driving] chapters and through our driver educators to educate new drivers about this law.

And going right through the month of January, this campaign will be ongoing just to educate people as to this law and the consequences of this law. So it's a broad-based campaign with a fair amount of emphasis on younger drivers, especially in the high schools because they are particularly affected in a way which is quite different from experienced drivers.

**Mr. Yates:** — Thank you very much. My next question has to do with we have a relatively short time frame between today or tomorrow and January the 1st when the law will take effect. You had indicated that billboards and radio would be used. Have you already booked billboard and radio time over the next month to do that, in order to ensure that Saskatchewan residents get the maximum amount of exposure to this new law?

**Mr. Quaye:** — Yes. We're just waiting for this law to pass.

**Mr. Yates:** — Thank you. So if the law were to pass today or tomorrow, you're ready to go?

**Mr. Quaye:** — Yes.

**Mr. Yates:** — Thank you very much. Also normally with new provisions and laws like this, public acceptability is a very important step. Often they are phased in, in that there's discretion used in the early period of a new law because many individuals in the first three or four weeks usually of a new law claim not being aware of it. Do you have any plans to phase this in, in any way? Or is it going to be January 1 and it's an absolute?

**Hon. Ms. Draude:** — The law will come into effect on January the 1st with the legislature's consent. And at that time, it being a law of the province, it's in the hands of the police officers. And I know that they're going to be well aware of it. And at the same time, I know that they at times themselves will make some determinations if somebody is given a warning. I think we'll leave that up to their very good judgment as to what they will decide, whether people are going to be given a chance or whether the law is the law.

**Mr. Yates:** — Thank you very much, Madam Minister. I agree with your comments with that. I have no further questions.

**The Chair:** — Are there any other questions or comments from the committee members? Seeing none, Clause 1, short title, is that agreed?

**Some Hon. Members:** — Agreed.

[Clause 1 agreed to.]

[Clauses 2 to 15 inclusive agreed to.]

**The Chair:** — Her Majesty, by and with the advice and consent of the Legislative Assembly of Saskatchewan, enacts as follows: Bill No. 116, *The Traffic Safety (Drivers' Licences and Hand-held Electronic Communications Equipment) Amendment Act, 2009*. Is that agreed?

**Some Hon. Members:** — Agreed.

**The Chair:** — Carried. I would ask a member to move that we report Bill No. 116, *The Traffic Safety (Drivers' Licences and Hand-held Electronic Communications Equipment) Amendment Act, 2009* without amendment.

**Mr. Weekes:** — I so move.

**The Chair:** — Mr. Weekes moves. Is that agreed?

**Some Hon. Members:** — Agreed.

**The Chair:** — Carried. I would ask a member of the committee to move a motion of adjournment.

**Hon. Ms. Draude:** — Before we do that, Mr. Chair, can I thank first of all my officials for all the work they've done. It is a huge amount of work, and it's made a considerable difference. It's sending a new direction in two different ways for government. And I also would like to thank the members for their consideration of this Bill and passing it in a timely manner. And I know that we're all doing it because safety of the people in Saskatchewan and our children is the utmost importance. And I thank you very much.

**The Chair:** — On behalf of the committee, I'd like to thank you, Madam Minister, and your officials for coming in and answering our questions here today. So thank you.

Motion to adjourn. Mr. Bradshaw has moved. All in favour?

**Some Hon. Members:** — Agreed.



**The Chair:** — Carried. This committee will now adjourn.

[The committee adjourned at 16:42.]