
CCMTA Road Safety Report Series

NATIONAL OCCUPANT RESTRAINT PROGRAM 2010

Annual Monitoring Report 2007

Prepared For

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

June 2008

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CANADIAN COUNCIL OF MOTOR TRANSPORT ADMINISTRATORS

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

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

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

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

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

2007

**NATIONAL OCCUPANT RESTRAINT PROGRAM
ANNUAL MONITORING REPORT**

**PREPARED FOR:
CCMTA STANDING COMMITTEE ON
ROAD SAFETY RESEARCH & POLICIES**

June 2008

TABLE OF CONTENTS

Executive Summary	2
Progress Being Made Toward NORP's RSV 2010 Goals.....	5
History	7
Purpose of Report.....	7
NORP 2006 Movement Toward The Recommendations	8
Recommendation #1	8
Recommendation #2.....	10
Recommendation #3.....	11
Recommendation #4.....	11
Recommendation #5.....	13
Recommendation #6.....	14
Recommendation #7.....	16
Recommendation #8.....	17
Information Item: NORP Strategy 2010 Progress Update.....	20
Appendix I: <i>People Killed or Injured by Jurisdiction Table</i>	23
Appendix II: <i>Children Killed or Injured Across Canada Graph</i>	24
Appendix III: <i>Fine & Demerit Point Table</i>	26
Appendix IV: <i>Child Restraint Exemptions Table</i>	27
Appendix V: <i>Seat Belt Exemptions Table</i>	28
Appendix VI: <i>Provincial/Territorial Motor Vehicle Occupant Restraint Legislation Table</i>	29

EXECUTIVE SUMMARY

The NORP Task Force requests input from all jurisdictions and reports seat belt and child passenger safety enforcement and education strategies on an annual basis.

All jurisdictions except for Nunavut and Manitoba participated in the 2007 NORP Monitoring Survey, which covers the period of January 1, 2007 through to December 31, 2007.

The terms of reference developed for “*NORP Beyond 2001*” include the following proposals put forward by the NORP Task Force and adopted by the CCMTA Standing Committee on Road Safety Research and Policies (RSRP):

- To develop a strategy to maintain and/or achieve a seat belt usage rate of 95 per cent for all motor vehicle occupants by 2010.
- To monitor progress and to review the proposed strategy on a regular and timely basis and to make recommendations for improvements that will achieve the stated objective.
- To focus on specific areas of occupant protection, including, but not limited to: rural populations, child passenger safety and legislative, educational and enforcement strategies.

This report includes information collected based on the proposals included in “*NORP Beyond 2001*”. The NORP Monitoring Survey was used to collect data from jurisdictions. There are non-reportable gaps in the information that will require further processes to be developed to make data collection and retrieval more streamlined and effective.

Transport Canada’s cycle of rural/urban seat belt usage surveys continued in 2007. September 2006 seat belt usage was measured in rural Canada and those results were reported in early 2007. In Sept 2007 urban usage rates were measured. This survey, which was conducted over the week of September 15 to September 21, 2007, involved two separate observation periods at each of 270 sites. A total of 92,440 vehicles and 121,986 occupants were observed during the course of the study. During the rural and urban surveys a total of 133,577 vehicles and 182,602 occupants were observed at 519 sites across Canada.

It is interesting to note that 93.1% of all occupants of light duty vehicles in urban communities used seatbelts in 2007 while in rural communities 88.3% of all occupants of light duty vehicles. The national seat belt usage rate measured in 2006/07 is 2% higher than that measured in the 2004/05 surveys. These numbers seem to indicate we are headed in the right direction.

Provinces with seat belt usage rates at or above the national average were BC, Quebec, Ontario, Saskatchewan and PEI.

The survey results continue to show a disparity in usage by occupants of light trucks compared to other vehicle types; males drivers compared to females; those under the

age of 25 compared to older drivers; and back seat occupants as compared to front seat occupants.

Transport Canada's sampling design for its annual seat belt use surveys and separate rural and urban surveys has resulted in considerably more comprehensive and accurate estimates of occupant restraint use throughout Canada and hopefully, more targeted resources to address problem areas.

NORP has identified a number of legislative, enforcement and public education strategies which jurisdictions can use to increase seat belt wearing rates. Jurisdictions continued to amend child passenger protection measures. BC, PEI, Newfoundland and Labrador and New Brunswick have passed legislation to make the use of booster seats mandatory. All four jurisdictions are looking at a 2008 effective date. They join Ontario, Nova Scotia and Quebec as the jurisdictions with child passenger protection legislation for children to be secured in a booster seat.

Appendices IV - VI show the current deterrents and exemptions in place across Canada for 2007 for non-use of seat belts and child restraints. Legislative and regulatory amendments to reduce or eliminate seat belt exemptions have been identified by NORP as a way of increasing seat belt usage. In 2007, BC and New Brunswick implemented legislation that requires every driver and passenger travelling on their provincial roads to wear a seat belt. They join Ontario, who implemented similar legislation last year. This is a very positive step forward from the previous requirement of seat belt use by a vehicle occupant only if there was an assembly in that seating position.

Legislation that reflects the importance of this public health issue and effectively addresses areas where improvements can be most helpful in increasing seat belt compliance remains critical. Although NORP has recommended that jurisdictions should continue to work towards eliminating seat belt exemptions, jurisdictions are slow to move in this direction.

All jurisdictions have implemented education and enforcement initiatives to increase seat belt and child seat use. There is significant jurisdictional variation in the resources applied to these programs. Educational materials and information are routinely provided to the police, emergency services, public and health care professionals.

Almost all jurisdictions participated in some form of police activity either focused on or included seat belts. Operation Impact is a national weekend-long traffic enforcement blitz, which focuses on the high-risk driver, including the motorist who is not wearing a seat belt. The fifth annual Canada Road Safety Week was held in 2007, the week leading up to and including the long weekend in May. Almost all enforcement in Canada participated in some form of enforcement activity in conjunction with these two national programs.

Almost all jurisdictions that reported on STEP programs conducted in 2007 indicated occupant restraint use and child restraint use were targeted. Some combined other target areas, most often with impaired driving, speed and intersections or a combination of driver behaviour issues.

The efforts of the police and other road safety advocates have been instrumental in both achieving a seat belt usage rate in Canada of over 90 per cent and in raising awareness of associated issues. Enhanced training of the police community to raise awareness of this issue is important. In 2007, police in the majority of jurisdictions had some form of training pertaining to seat belts, child car seat usage and RSV2010, including seat belt and car seats.

Enforcement remains a critical element in the success of Canada's seat belt compliance rate, with risk of apprehension a significant factor in encouraging people to buckle up. However, it is still a struggle to measure the perceived risk of apprehension. Options are being pursued.

The inventory of public education material on occupant restraints, including child safety seats available across Canada to both government and stakeholder organizations, is updated annually by CCMTA. This Inventory is on the CCMTA web site, and made available by hard copy on request. Jurisdictions are responsible for providing relevant information to CCMTA.

The child passenger safety model legislation serves as basic principles that would best contribute to improvements in occupant protection within the framework of existing legislation.

Increasingly, various jurisdictions are exploring ways to reach their rural populations through public education initiatives, in order to increase seat belt use in this vulnerable population.

PROGRESS BEING MADE TOWARDS THE NORP RSV GOALS

Sub-target: Minimum seat belt wearing rates and proper use of child restraints of 95% by all motor vehicle occupants¹

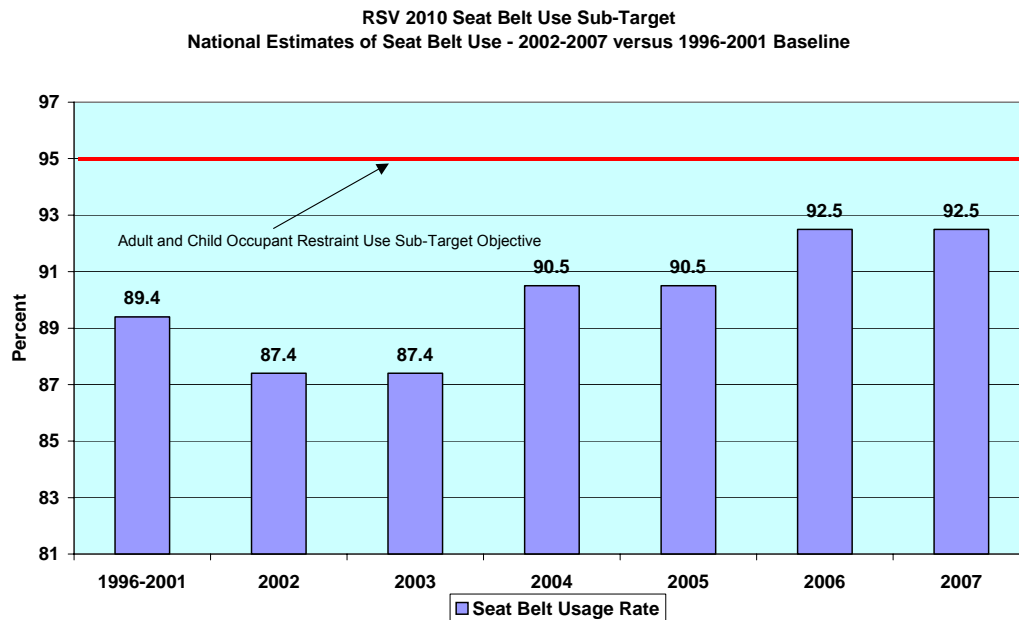
Although benchmark data do not exist for this sub-target, the application of the methodology used in a Transport Canada study to estimate seat belt effectiveness indicates that with gradual annual increases in restraint use to 95% by 2010, an estimated 715 additional lives will be saved and 1,377 serious injuries avoided during the timeframe of RSV 2010 (assumes that the level of injuries avoided was the same for seriously injured occupants as for all injured occupants.)

Baseline Indicators: Results of TC Seat Belt Use Survey among adult occupants:

2006-2007 National Seat Belt Use Rate 92.5%	2008-2010 Target 95%
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Sub-target:

A 40% decrease in the number of unbelted fatally or seriously injured occupants²



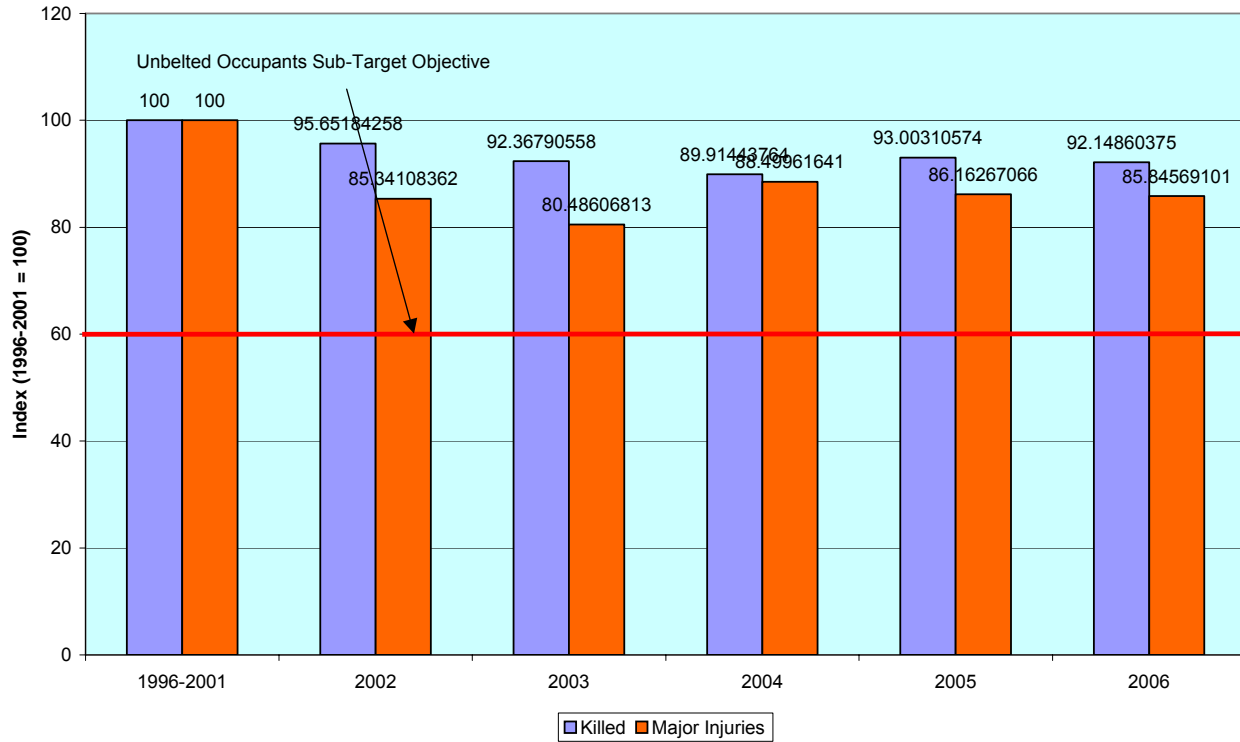
Note: Seat belt usage rates for the 1996-2001 baseline period are not directly comparable to usage rates cited during 2002 and beyond due to differences in survey methodologies.

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¹ It must be pointed out that effective in 2002, Transport Canada dramatically modified the methodology used to estimate national seat belt usage rates, and consequently data for 2002 and beyond are not directly comparable to seat belt usage rates from previous years. For the first time in 2002, Transport Canada conducted a rural seat belt use survey, followed by an urban survey in 2003 that utilized a more representative site selection process than predominantly urban 'national' surveys conducted in 2001 or earlier. The combined results of the 2002 rural and 2003 urban observations were used to estimate the 2002-2003 national figures. The 2002-2003 national figure and subsequent national figures, which utilize weighted results from both surveys, and include considerably more observation sites (512 versus 240) than seat belt surveys from earlier years, are deemed to be more accurate than their predecessors. Consequently, unlike all other sub-targets, that compare current year victim figures to the 1996-2001 baseline period, the 2002-2003 national seat belt usage rate was used as the baseline indicator for this sub-target.

² Baseline data for the Road Safety Vision 2010 sub-targets are based on average annual fatalities and serious injuries that occurred during the 1996-2001 period, which was the timeframe of Road Safety Vision 2001. Baseline indicators and target objectives are provided for each of the Vision's sub-targets

**RSV 2010 Unbelted Occupants Sub-Target
Unbelted Fatally/Seriously Injured Occupants - 2002-2006 versus 1996-2001 Baseline**



HISTORY

In 1989, the Council of Ministers Responsible for Transportation and Highway Safety agreed to employ all possible means to achieve a 95 per cent seat belt use rate by the end of 1995. In response, the CCMTA developed and implemented the National Occupant Restraint Program in 1989. As a first step, a Phase I proposal called for each jurisdiction to achieve an 80 per cent use rate by the end of 1990. At the same time, a Phase II proposal was developed which outlined a five-year program aimed at achieving a 95 per cent use rate by the end of 1995. In October 1996, NORP was extended with the goal to achieve and maintain a 95 per cent occupant restraint use in all seating positions in light-duty vehicles (passenger cars, passenger vans and light-trucks) in each of the provinces and territories to the year 2001.

The focus of NORP's 95% by '95 program was primarily on the driver. The focus of NORP 2001 was on all occupants with particular emphasis on ensuring children are properly secured. As an addition to NORP 2001 a business case was approved by the CCMTA Board of Directors in 1999, endorsing further strategies to address seat belt use, particularly in rural areas.

Subsequently, NORP provided suggestions for aggressive but achievable targets that have been incorporated into Road Safety Vision 2010.

PURPOSE OF THIS REPORT

As part of the approved strategy, CCMTA was made responsible for producing an annual monitoring report on NORP's progress. This report is for January 1, 2007 through to December 31, 2007. This report comments on efforts to meet the goals outlined in "Road Safety Vision 2010", successor plan to Road Safety Vision 2001. RSV 2010 has identified enhanced and specific targets associated with motor vehicle occupant protection.

NORP 2007 MOVEMENT TOWARDS THE RECOMMENDATIONS:

RECOMMENDATION #1:

Each jurisdiction should aim to achieve and maintain:

- **A minimum seat belt wearing rate of 95 per cent and proper use of child restraints by all motor vehicle occupants**
- **40 per cent decrease in number of unbelted fatally or seriously injured occupants**
- **40 per cent decrease in the number of road users fatally or seriously injured on rural roadways.**

Based on Road Safety Vision 2010, NORP has set a target of a 95 per cent rate of seat belt wearing and proper use of appropriate child restraints by all motor vehicle occupants.

With funding secured by NORP, Transport Canada was able to continue a cycle of rural/urban seat belt usage surveys through 2007. A report on the results of the 2006 rural seat belt results was issued in February of 2007. This survey, which occurred in September 2006 in communities with a population fewer than 10,000 but more than 1,000 inhabitants that are located outside any census metropolitan area. In September 2007 an urban survey was conducted in communities with a population over 10,000 plus communities with a population of less than 10,000 that are located within a census metropolitan area. All occupants of light duty vehicles were the targets of this survey. It was conducted from September 15 – 22, 2007 and involved two separate observations periods at each of 270 sites. A total of 92,440 vehicles and 121,986 occupants were observed during the course of the study. Therefore during the two surveys a total of 133,577 vehicles and 182,602 occupants were observed across Canada.

The survey reported that the Canadian urban seat belt usage rate is estimated at 93.1%. The previous urban seat belt usage survey, in 2005, showed that 91.1% of all occupants of light duty vehicles in urban communities used seatbelts. This increased by 2%, a small step in the right direction.

Jurisdictions with seat belt usage rates at or above the national average (92.5%) were Ontario (92.8%), Saskatchewan (93.5%), PEI (97.9%), Quebec (93%) and BC (94.8%).

The survey results continue to show a disparity in usage by occupants of light trucks compared to other vehicle types; males drivers compared to females and those under the age of 25 compared to older drivers,

Transport Canada, in conjunction with Dr. Anne Snowdon of Auto 21 and Dr. Andrew Howard of Toronto's Sick Children's Hospital completed a national child restraint survey in the summer/fall of 2006. A survey design utilizing both observational and interview data collection methods was conducted in randomly selected sites across Canada. A survey using "drive-by" observations of child and driver restraint status was conducted

at 187 randomly selected intersections. Second, vehicles that entered a parking lot near the intersection being observed were asked to participate in a detailed inspection and interview to document child restraint use and driver knowledge. National results are shown in the following two tables.

Results indicate that restraint use is high for younger children, but booster age children are far less likely to be correctly restrained in the appropriate safety system, despite legislation in a number of jurisdictions. Non-use of appropriate safety systems and seating in the front seat is still an issue which needs to be addressed in an awareness campaign. Survey results also indicated that roadside observations are sufficient to monitor child restraint use in comparison with parking lot methodologies.

Child Seat Use by Age (Roadside Observation)

	Rear-facing infant seat	Forward-facing infant seat	Booster seat	Seat belt only
Infant (< 1 year) n=926	586* (63.3%)	339 (36.6)	1 (0.1%)	0 (0.0%)
Toddler (1-3 years) n=3101	33 (1.1%)	2087(67.3%)*	546 (17.6%)	435 (14.0%)
School (4-8) n=4873	1 (0.0%)	275 (5.7%)*	1088* (22.3%)	3509 (72.0%)
Older (9-14) n=2776	0 (0.0%)	11(0.4%)	19 (0.7%)	2746* (98.9%)

* indicates correct use based on Transport Canada Car Time 1-2-3

Child Seat Use by Age (Parking Lot Observation)

	Rear-facing infant seat	Forward-facing infant seat	Booster seat	Seat belt only
Infant (< 1 year) n=234	181(77.4%)*	52(22.2%)	1(.4%)	0 (0.0%)
Toddler (1-3 yrs) n=649	49(7.6%)*	480(74.0%)*	117(18.0%)	3(.5%)
School (4-8) n=874	6(.7%)	98(11.2%)*	448(51.3%)*	322(36.8)
Older (9-14) n=638	0	1(.2%)	16(2.5)	621(97.3%)*

* indicates correct use based on Transport Canada Car Time 1-2-3

Education on the correct use and installation of child restraints continues. Most jurisdictions are maintaining, if not growing, the network of technicians that are trained to properly install child car seats.

COMMENTARY:

Setting aggressive but achievable targets for Road Safety Vision 2010 is one way of focussing attention on the importance of occupant restraint use and in achieving success. Transport Canada's improved methodology will allow jurisdictions to invest appropriate resources to address the issues in their jurisdictions that could lead to making improvements to these targets. Strengthening linkages' with agencies that are also involved in occupant restraints so the targets and reasons for them are understood, is another effort towards achieving success.

RECOMMENDATION #2

Each jurisdiction should continue working towards the removal of exemptions for the non-use of seat belts.

In 2007 BC and New Brunswick joined Ontario and implemented legislation that requires every driver and passenger travelling on their provincial roads to wear a seat belt. This is a very positive step forward from the previous requirement of seat belt use by a vehicle occupant only if there was an assembly in that seating position.

COMMENTARY

Seat belt exemptions fall into three categories:

- Medical/physical
- Occupational (e.g. rural mail delivery, police)
- Situational (e.g. from other jurisdictions, driving in reverse)

The Canadian Medical Association (CMA) has indicated that there are no medical conditions that preclude the wearing of a seat belt.

When seat belt usage was first mandated, seat belts were sometimes difficult to use. In order to obtain "buy in" from certain stakeholders, such as police officers and taxi drivers, exemptions were allowed to address the particular concerns raised by these groups. Seat belts have become substantially more comfortable and easy to use in the years since they were introduced. There are very few occupations for which seat belt usage is an obstacle.

With all jurisdictions requiring seat belt use, there are no benefits to situational exemptions. Movement towards removal of exemptions has been very slow over the past few years. Hopefully, this is not an indication of the priority jurisdictions are giving to increasing seat belt usage.

RECOMMENDATION #3

Each jurisdiction to target the high-risk driver by increasing the monetary cost of an infraction and to introduce or increase the number of demerit points for non-use of seat belts and child car seats.

Sanctions for convictions under occupant restraint legislation continue to vary throughout the country, ranging from \$75 to \$247 and from 0 to 4 demerit points. The slight trend of increased sanctions, both fines and demerit points, for seat belt non-use since 1999 is continuing. Three jurisdictions increased their fines in 2006. BC raised their fine from \$120 to \$167. Nova Scotia's fine went from \$157.50 to 164.50 and New Brunswick added a \$4.50 admin fee to their fine of \$168.

With four demerit points levied against motorists, and seven for motorists in GDL, Yukon currently has the most effective demerit point penalties. The majority of jurisdictions that have imposed demerit points, far out numbers the jurisdictions that do not. British Columbia and (with the exception of their GDL program), Alberta have not applied demerit points for seat belt or child restraint non-use.

The tables in appendices IV - VI show the current (2006) sanctions and exemptions in place across Canada for non-use of seat belts and child restraints.

COMMENTARY

The imposition of demerit points, in conjunction with increased enforcement and education, and the removal of seat belt exemptions have been shown to significantly increase seat belt usage rates. Significant work still needs to be done to increase demerit point penalties and remove seat belt exemptions in many jurisdictions and this work needs to be given a higher priority.

RECOMMENDATION #4

Each jurisdiction to harmonize and simplify provincial laws and regulations in accordance with NORP's recommended model³, and include sustained public education efforts to reduce the opportunities for misuse and non-use of child car seats, including ensuring the use of booster seats for children who have outgrown a child car seat, yet for whom an adult seat belt is not appropriate; and, ensuring children 12 years of age and under are seated in the back seat of the vehicle.

In an attempt to make the NORP model legislation more adaptable, NORP wrote to Transport Canada in 2004 to request that Canadian Motor Vehicle Safety Standards (CMVSS) for booster seats include a seated height. The letter also requested that Transport Canada amend the terminology in CMVSS from "booster cushion" to "booster seat". Transport Canada agreed that "booster seat" was a clearer, more effective term that reflects current usage. Since that time, TC issued an interim order allowing child

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³ Model of Legislative Provisions for Motor Vehicle Occupants (June 2004)

restraints up to 65 lbs that expires May 1, 2008. Work is underway to extend the interim order until May 1, 2009. The booster seat issue will be reviewed as part of this project.

Canadian jurisdictions that have legislation that cover rear, forward and booster child car seat use are Quebec (effective 2002), Ontario (effective 2005), Nova Scotia (effective 2007). Legislative details vary from jurisdiction to jurisdiction. Some of those details are: require infants to be rear facing; children of at least 10kg and at least one year old be forward facing; children under 18 kg must be in a child seat; and children who weigh more than 18 kg must be in a booster if they are younger than 9 and/or less than 145 cm. tall. In 2007 BC, New Brunswick, Newfoundland and Labrador and PEI have worked to get legislation requiring boosters seat in place, to be effective in 2008.

BC and New Brunswick changed their seat belt legislation in 2007 to requires everyone in the vehicle to occupy a seating position with a seat belt and that the seat belt is used properly, as described in the legislation. They join Ontario, who made this change in 2006.

Eight out of the eleven reporting jurisdictions indicated that matching jurisdictional laws with the NORP recommended model is a priority. However, there is limited legislative activity. The Model of Legislative Provisions for Motor Vehicle Occupants is available to guide jurisdictions to make legislative and regulatory amendments that will strengthen occupant restraint laws.

Jurisdictions continue to implement education and enforcement initiatives aimed at increasing the proper use of occupant restraints. Many jurisdictions across the country continue to have enforcement personnel trained as either technicians or instructors in the national child passenger safety program.

Enforcement activities across the country vary and include participation in provincial selective traffic enforcement programs as well as regional and national programs such as Operation Impact, and Canada Road Safety Week. Many jurisdictions combine enforcement with a variety of education initiatives to focus on occupant restraint use and other high-risk driving behaviours.

Aside from campaigns that include enforcement and the distribution of public education materials; child seat clinics (in co-operation with public health, fire-fighters and police) and the involvement of insurance and other road safety partners, there are several other noteworthy programs being executed across the country:

- In Alberta child seat inspection clinics are on-going at various locations in the province throughout the year.
- In Saskatchewan community partners worked together to hold child car seat clinics from May to September. Anyone who attended a car seat clinic entered a contest where a booster seat was drawn for at each clinic, with a grand prize draw at the end of the campaign for a \$1,000 registered education savings plan. Clinics are promoted through print and radio ads. In 2007 technicians were trained in almost every SGI Claims office around the province so the service of assisting with the

installation of a car seat could be offered year-round. A technician locator was added to the SGI website so people could easily find the technician closest to them.

- In New Brunswick stakeholders organized car seat technician training and organized clinics in some communities. Media interviews were also done. The RCMP held internal training on RSV 2010 priorities, including seat belt and child restraints. The NB Safety Council organized a Symposium on Road Safety.
- Nova Scotia focused on advertising their new booster seat laws in 2007 using media interviews, presentations, attending events, conducting technician training and clinics. Targeted enforcement based on data reflecting areas of lowest compliance was also done.
- PEI held clinics, had a booth at events, did roadside messaging, and ran a booster seat TV video. There was also a child restraint refresher course held for police officers.
- Quebec continued with their educational program geared at kindergartens “Une place pour moi”. They also created a permanent Provincial Child Safety Seat Inspection Network that was operational in May of 2007.
- Ontario held spring and the fall provincial seat belt campaigns. The 2007 fall seat belt campaign focused on full occupant restraints. A contest called Buckle Up Ontario 95% was launched and will run until April 2008. Police were visible participants during the spring and fall campaigns. The seat belt deputy program continued with education for elementary school students.
- BC has a Child Passenger Safety Program that features a toll-free information line. There was also training provided for technicians, health professionals and enforcement. The Boost BC program continued.
- In 2007, Transport Canada continued to issue notices regarding safety or user problems with child safety seats. The notices are listed on the Transport Canada web site at www.tc.gc.ca. In addition, Transport Canada initiated a best practises document for use of special needs car seats.

RECOMMENDATION # 5

Each jurisdiction to implement measures that focus education and enforcement activity in rural geographic locations that have been shown by collision statistics to be high-risk locations.

Alberta, Nova Scotia, Ontario, Prince Edward Island and Saskatchewan held awareness/enforcement seat belt programs targeted at the rural population:

- Alberta Infrastructure and Transportation, Alberta Occupant Restraint Program and police and all nine health authorities developed enforcement and education programs that targeted rural communities throughout the province.
- Nova Scotia's rural seat belt coalition focused on child safety seats.
- Saskatchewan continues to target occupant restraint use in Aboriginal communities through posters; radio and print ads in Aboriginal mediums; and through community visits and presentations. A seat belt radio advertising campaign ran in the spring and fall (during seeding and harvest) in the rural parts of the province. Closed captioning was run during programming geared directly to the rural audience.
- Manitoba RCMP used an air bag demonstrator as a tool to reinforce the importance of seat belts, air bags and transporting children in the back seat.
- Some rural areas on Ontario conducted seat belt programs during the spring and fall campaigns. Rural community groups developed programs to promote the "95% Buckle Up Challenge". Car seat clinics, educational workshops, seat belt awareness day, as well as other education and enforcement activities were conducted in the rural parts of Ontario.
- Prince Edward Island saw checkstops involving the RCMP, municipal police and Highway Safety Enforcement officers in the rural parts of the province. There was also car seat clinics, technician training and in-school education done in 2007.

COMMENTARY

Some jurisdictions have been more successful than others in narrowing the gap between urban and rural seat belt usage. TC's survey results indicate that PEI, Nova Scotia, Quebec and Ontario appear to have been most successful in bridging this gap. The improved survey methodology used by TC is allowing jurisdictions to invest appropriate resources to address the issues in their jurisdictions that could lead to making improvements in rural seat belt usage.

RECOMMENDATION #6

To increase the perceived risk of apprehension for the non-use of occupant restraints, jurisdictions should refocus their enforcement efforts to ensure that they are as effective as possible. Enforcement has been proven to be an important cornerstone in efforts to increase seat belt compliance and by increasing the visibility of enforcement, the perceived risk of being stopped/apprehended is augmented which in turn, will increase compliance. High visibility seat belt checks by police, supported by public education such as news releases, media interviews and community outreach, can significantly enhance the public's perception of police efforts to increase occupant restraint compliance.

In 2007, all but one of the nine reporting jurisdictions conducted some form of STEP. Occupant restraint use was one of the targeted areas for this enforcement. All nine of the reporting jurisdictions focused on seat belt use and child passenger safety. The vast majority of jurisdictions also targeted impaired driving. Two jurisdictions focused STEP's on intersection safety and speed management. British Columbia also reported targeting vulnerable road users such as motorcycles and pedestrians.

Some enforcement/education efforts worth noting are:

- BC held provincial and local enforcement activities during regional educational campaigns. The rollover simulator, seat belt surveys, radio advertising, public service announcements, posters and newsletters were used in their education campaigns.
- In 2007 Alberta saw a substantial increase in funding for promotion, education and enforcement activities. Besides the two major STEP programs in May and October, Alberta has on-going STEP programs throughout the year at various locations utilizing various individual enforcement agencies. Joint force operations are also done. Advertising campaigns encompassing print, radio, TV and website are used to promote occupant restraint use.
- In Saskatchewan the RCMP, and almost all of the municipal police forces, initiated a "Click It Or Ticket" campaign from May to June 2007. 1224 seat belt tickets were issued in that time frame. This enforcement was held in conjunction with a province-wide seat belt advertising campaign utilizing radio and billboards. Checkstops during Canada Road Safety Week and Operation Impact were also conducted. Many of the municipal forces hold "focus of the month" blitzes, which include seat belts.
- Roll-over simulator demonstrations were done by New Brunswick police at schools and public venues. Police also held covert and overt seat belt enforcement operations throughout the province. The RCMP held internal training on RSV 2010 priorities, including seat belt and child restraints.
- Nova Scotia focused on targeted enforcement based on data reflecting areas of lowest compliance.
- Ontario held spring and the fall provincial seat belt campaigns. The 2007 fall seat belt campaign focused on full occupant restraints. A contest called Buckle Up Ontario 95% was launched and will run until April 2008. Police were visible participants during the spring and fall campaigns. The seat belt deputy program continued with education for elementary school students.

The following chart shows the number charges laid and convictions for occupant restraint offences by jurisdiction in 2007:

Jurisdiction	Adult Occupant Restraint Charges Laid	Adult Occupant Restraint Convictions	Child Restraint Charges Laid	Child Restraint Convictions
AB	30,809		1,678	
BC	93,700	83,800	830	650
MB	Not reported			
NS	Not reported			
NB	n/a	4,941 Fiscal year from Apr 1/06 - Mar 31/07	n/a	89 Fiscal year 2006-07 (under 16 yrs of age)
NL	Not reported			
NT	n/a	n/a	n/a	n/a
ON	102,138	85,567	1,131	751
PE	n/a	749	n/a	107
QC	n/a	48,188 (2006)	n/a	1,449 (2006)
SK	n/a	8,022	n/a	635
YT	319	314	5	5
TOTAL	175,796	146,014	2,670	2,935

Transport Canada in conjunction with NHTSA has completed Phase II of a proof of concept project to assess the feasibility and user acceptability of a seat belt interlock system which delays the vehicle from being put in gear if the seat belt is not being used. The report is currently being prepared for publication.

COMMENTARY:

A method of accurately measuring the perceived risk of apprehension needs to be developed. NORP patiently awaits the work done by the CCMTA's Research Task Force in developing a method to measure the progress of this recommendation. NORP will continue to explore technological solutions in order to help increase compliance with seat belt use laws.

RECOMMENDATION #7

To encourage the involvement of enforcement in combined types of enforcement programs, such as the Safe and Sober Program in the U.S. where police officers enforce seat belt and drinking and driving laws within the same campaign (in line with CCMTA's Strategy to Reduce Impaired Driving).

Increasingly, enforcement activities are moving toward combined activities. Operation Impact is an example of a program which has moved, not only from its original focus on seat belt use alone, to a combination that identifies seat belt non-compliance with other high risk behaviour, including drinking and driving but also from a day-long to a weekend-long project. May 2007 saw the fifth annual Canada Road Safety Week, which resulted in 1,662 impaired driving related charges (up from 591 in 2006), 6,688

occupant restraint related charges (up from 5,414 in 2006) and 7,980 intersection related charges (up from 7,870 in 2006). Canada Road Safety Week has RCMP and other police agencies focus on impaired driving, occupant restraint use, speed and intersections for the week leading up to and including the Victoria Day long weekend in May. Operation Impact, in October 2007 resulted in 970 impaired charges (up from 935 in 2006) and 5,622 seat belt charges (down from 7,677 in 2006) as well as 31,048 aggressive driving related charges (up substantially from 17,854 in 2006) across the country in RCMP jurisdictions.

Jurisdictionally, enforcement is also moving to combined efforts as is noted in the following examples:

- Nova Scotia implemented a pilot Integrated Impaired Driving Enforcement
- In Saskatchewan Click It or Ticket continues with more and more municipal enforcement agencies getting involved.
- Ontario Provincial Police conducted road safety enforcement program every long weekend in 2007
- New Brunswick RCMP/regional and municipal police co-operate with commercial vehicle enforcement check stop operations.
- In Alberta in 2007 a new enforcement calendar created a more targeted approach in enforcement activities.

These examples indicate that jurisdictions continue to work with traffic enforcement to increase and/or maintain seat belt and child restraint use, and to encourage officers to ticket violators on a continuous basis.

COMMENTARY

The recent increase in this type of programming nationally has led to individual jurisdictions taking more initiatives to implement these types of operations on a provincial level. More jurisdictions should be encouraged to use the models that have been used nationally that see multiple enforcement agencies working together to address numerous road safety issues, such as booze, belts, speed and intersections. CCMTA can continue to provide a natural link in approaching the Canadian Association of Chiefs of Police to co-ordinate the development and implementation of police training in these issues across the country.

RECOMMENDATION #8

Each jurisdiction continue activities with enforcement, education and legislative changes that encourage the use of seat belts and child car seats including sharing of resources and information among jurisdictions, and evaluating current programs so that other jurisdictions can gain information about program

effectiveness and move toward a unified voice across the country with regard to seat belt and child car seat use.

CCMTA continues to maintain an inventory of public education materials pertaining to occupant restraints, with annual fall updates. This information is available on the CCMTA web site. The following table lists public education materials created or updated in 2007, by the provinces and territories to promote child occupant restraint use:

Jurisdiction	Item	Target	Distribution Methods
Alberta	Information available on the web Print material and radio through AORP Training sessions for health, enforcement and volunteers through Alberta Infrastructure		Alberta Infrastructure and Transportation, Think and Drive, AORP
British Columbia	Web site, brochures, fact sheets, PSA's, press releases, road signage, city buses, government vehicles, print and radio ads, posters, videos, child seat clinics, enforcement, booths at events, conferences, information sessions, toll-free information line	Enforcement, health field, professional, technicians, retail, children, parents, caregivers, Ethnic groups, government.	Web site, RCMP, nurses, hospitals, Band Offices, Friendship Centres, schools (CAPP), points of service (claim centres, broker offices, licensing offices), ICR inspection clinics, conferences, retailers, restaurants, TSF/BCAA.
Manitoba	TV, web site, seat belt demonstrations, handouts at rollover demonstrations	Drivers, parents, caregivers	MPI and MCSC web sites, brochures, and phone number
Ontario	Information provided on the web, Fall and Spring seat belt campaigns, car seat clinics, media events, news releases, poster series, growth chart, sizing card, 95% challenge cards	Parents, caregivers, motorists that transport children in Ontario.	Website, car seat clinics, workshops, presentations, displays, media, overhead road signs, email, phone calls, written inquiries
New Brunswick	New department webpages noting high percentage of occupants killed/injured not wearing seat belts and explaining how seat belts save lives, responses to common excuses to not buckle up. http://www.gnb.ca/0276/vehicle/info/Seatbelts-e.asp		New department webpage: http://www.gnb.ca/0276/vehicle/info/Seatbelts-e.asp
Nova Scotia	Print, TV, radio and web advertising, post cards, booklets, PSA's, Provincial Traffic Forum		Web sites, public health, Community Services, school boards, family resource centers, day cares, police agencies
Quebec	Une place pour moi – a	Educators in	Education program in

Jurisdiction	Item	Target	Distribution Methods
	program to teach kindergartens the importance of their safety seats, Le carroussel de la securite – an education program for primary schools, exhibitions	child care centres, day care centres kindergarten and primary schools	kindergarten and primary schools, exhibits
Saskatchewan	Web site updates of child restraint clinic locations times and dates, addition of Claims offices that have technicians and a technician locator to the web site, updates to brochures on booster seat and child restraint use, posters	Care-givers	Information on the web was promoted through all child passenger safety promotional material, public health and network of child passenger safety technicians, issuer/broker offices, schools, enforcement, band offices and Friendship centers
Prince Edward Island	Brochures, education courses		PEI access offices, highway safety education courses
Yukon	Use outside sourced materials	Parents, caregivers, educators in child care centers, general public	Mail and handouts, Daycare centers, motor vehicle offices, Pre-Natal classes, Nursing stations
Transport Canada	New brochure called Seat Belt Sense has been produced to compliment the child seat fact sheets already available.	All adult vehicle occupants	Available on website and in print for ordering.

Use of the Internet has allowed greater access to information and opportunities for networking. The following jurisdictions indicated they have web sites and information on child restraints and/or links to child restraint information:

Alberta: www.saferoads.com, www.infratrans.gov.ab.ca

British Columbia: www.icbc.com

Manitoba: www.mpi.mb.ca

New Brunswick: www.gnb.ca

Newfoundland and Labrador: www.gov.nl.ca

Northwest Territories: www.gov.nt.ca

Nova Scotia: www.gov.ns.ca, www.momsanddads.ca, www.childsafetylink.ca

Ontario: www.mto.gov.on.ca

Prince Edward Island: www.gov.pe.ca

Quebec: www.saaq.gouv.qc.ca

Saskatchewan: www.sgi.sk.ca

Yukon: www.hpw.gov.yk.ca (under construction)

Transport Canada: www.tc.gc.ca

Safe Kids Canada: www.safekidscanada.ca

COMMENTARY:

Transport Canada's continued combined urban/rural seat belt report should allow jurisdictions to better target their promotional material. This would help to ensure that resources are allocated to programs and materials that have the greatest chance for improvement in seat belt usage. However, anecdotal evidence shows that resources for program development and implementation are more easily accessed than resources for evaluation. NOPR will continue to work with the Communications Task Force to look for ways to gain sponsors for a national education program.

INFORMATION ITEM: NORP STRATEGY 2010 PROGRESS UPDATE

In 2001, the NORP Strategy 2010 was revised. Along with the eight recommended strategies there was a list of support activities that NORP was to initiate to assist in carrying out the strategies. The activities are:

- Review and update the current recommended legislative model on child safety seats.

The NORP Task Force updated the Model of Legislative Provisions for Motor Vehicle Occupants with booster seat recommendations. The CCMTA Board of Director approved these changes in May 2004. Nothing has been done with the legislative model since then.

- Develop a standardized "Toolkit" for use in provincial and territorial jurisdictions to provide the mechanism for a more uniform "best practices" approach to seat belt/child safety seat interventions, and make it easier for jurisdictions and organizations to undertake initiatives without the resource implications of developing a new product. A toolkit would also be provided on conducting local surveys and involving local community partners.

NORP developed and distributed a toolkit to assist jurisdictions in managing media in the public awareness campaign in May 2005. This toolkit was very specific to the public awareness campaign. A more generic toolkit to assist jurisdictions with car seat/seat belt education and enforcement initiatives is in development.

- Develop a national advertising campaign to promote the proper use of seat belts and child occupant protection with sponsorship support.

NORP ran a public service announcement type campaign, using regional task force members to distribute ads to local media outlets in 2005. The acquisition of a national sponsor would allow for future advertising campaigns to run country-wide. NORP will continue to work with the CCMTA Communications Task Force on a sponsorship package.

- Develop strategies to profile special populations, including developing a rural strategy, profiling rural populations to assess factors associated with consistently lower seat belt compliance rates. Other populations to profile include developing a strategy on children's safety in the vehicle.

Transport Canada's combined urban and rural seat belt survey report will help in the identification of specific demographics that need to be targeted with strategies to increase restraint use. The formation of CCMTA's Rural Road Safety Task Force will also benefit this strategy.

- Support the development of a national training program on child safety seats.

NORP has a number of task force members that are also members of the National Child Passenger Training Advisory Committee. This committee worked to develop a national training program and continues to support it by providing maintenance on training materials and advice to the certifying agency. Almost all jurisdictions use this program to train technicians to conduct child safety seat checks. Recently, the national committee seems to have stopped meeting. Transport Canada and St. John Ambulance have produced a working paper on the future training manual and certification. The document has been distributed for comment. Once the comments are received and compiled a report will be prepared.

- Support, encourage the involvement and educate partners such as police, public health and judiciary to help raise the level of understanding and value of the importance of wearing seat belts and child safety seats. In addition, support and encourage the involvement of more community and corporate partners to assist with the development of national programs and campaigns.

Jurisdictionally, partnerships have been developed or strengthened over the past few years. The NORP Task Force has representation from SafeKids Canada.

- Report regularly through a monitoring report on the success in all jurisdictions to achieve NORP's objectives and strategies.

NORP prepares an annual monitor report that is presented to CCMTA's Standing Committee on Road Safety Research and Policies in the spring of each year.

- Regularly update the Inventory of Child Occupant Promotion and Awareness activities chart.

CCMTA maintains an inventory of all public awareness materials, which includes all occupant restraint.

- Connect with the STRID and High Risk Driver Task Forces to ensure there is consistency where the strategies of these groups overlap and/or are working to address the same population.

The creation of the RSV 2010 Communications Task Force in 2004 should help to make the coordination of consistent messaging across task forces. There is overlap in membership between the Communications Task Force and NORP.

- Where technology and changes to the vehicle could help increase seat belt and child seat safety, NORP will work towards effective and better vehicle solutions.

A seatbelt interlock study, undertaken by Transport Canada, NHTSA and the Centre for Safety Research and Education is in phase two. This phase is a two year study to follow 60 drivers in both Canada and the US who have the device installed in their vehicle to see if it influences belt usage rates. The focus group results from this study indicated that the device increased compliance somewhat. Some drivers tried to bypass the system and some still had difficulty wearing seatbelts on short trips. The report is currently being prepared for publication.

- As other forms of occupant protection, such as air bags and head restraints, have impact on vehicle occupants from children to adults, NORP will monitor and develop strategies as needed to address these areas, especially in consideration of technological changes and advances (i.e. side impact air bags).

In reviewing the Model of Legislative Provisions for Motor Vehicle Occupants the issue of using height as a legislative requirement was discussed. In the process of discussion, NORP wrote to Transport Canada to request more research in the anthropometric measurement for booster seat use. Transport Canada is developing a more up-to-date model with the objectives of assessing current anthropometric studies, develop a proof of concept and to make recommendations on a national level. A literature review and proof of concept study with 96 children was conducted in Ottawa to assess what measures could be taken, by whom and how. The results were a list of measures that could be practically taken, the necessary tools to collect them and a proposed methodology. The project reports are soon to be published on the TC website. A proposal to conduct a national study has been completed and submitted to CIHR for possible funding through the call for injury prevention teams.

- Review NORP strategy at mid-point of Road Safety Vision 2010 (2006) to determine appropriate options for next steps.

This task is underway.

APPENDIX I:

Number of People Killed or Injured as Passengers in Motor Vehicles (light duty vehicles) in Canada in as Reported in 2006

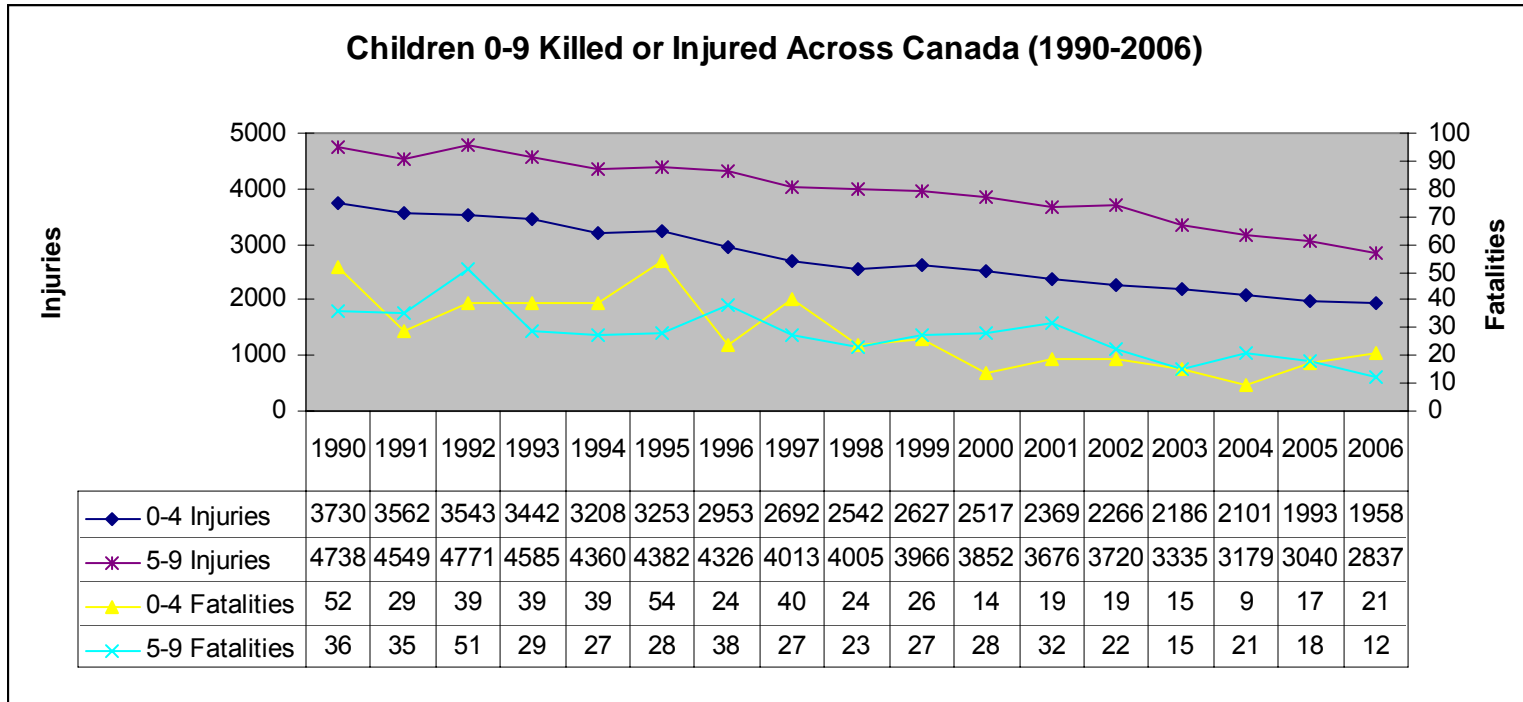
<i>Jurisdiction</i>	<i>Fatalities</i>	<i>% Correctly Restrained</i>	<i>Injuries</i>	<i>% Correctly Restrained*</i>	<i>% of Population</i>
Alberta	332	39.5%	21,896	65.7%	10.5%
British Columbia	265	54.7%	22,261	83.6%	13.3%
Manitoba	88	39.8%	6,995	77.5%	3.6%
New Brunswick	79	57.0%	3,382	87.7%	2.3%
Newfoundland	23	52.2%	1,792	87.8%	1.5%
Nova Scotia	56	52.0%	3,738	93.0%	2.8%
Nunavut	-	0.0%	24	0.0%	0.1%
N.W.T.	3	0.0%	73	75.3%	0.1%
Ontario	547	59.4%	57,932	88.4%	38.8%
P.E.I.	14	35.7%	740	85.4%	0.4%
Quebec	503	60.6%	38,167	91.2%	23.3%
Saskatchewan	102	39.2%	5,730	71.1%	3.0%
Yukon Territory	12	33.3%	199	82.4%	0.1%
Total	2,024	53.2%	162,929	84.3%	99.8%

*Total excludes unknown category. Restrained is defined as use of a child restraint, lap and shoulder belt or lap only if no shoulder belt exists.

(Last updated April 25, 2008 with 2006 data)

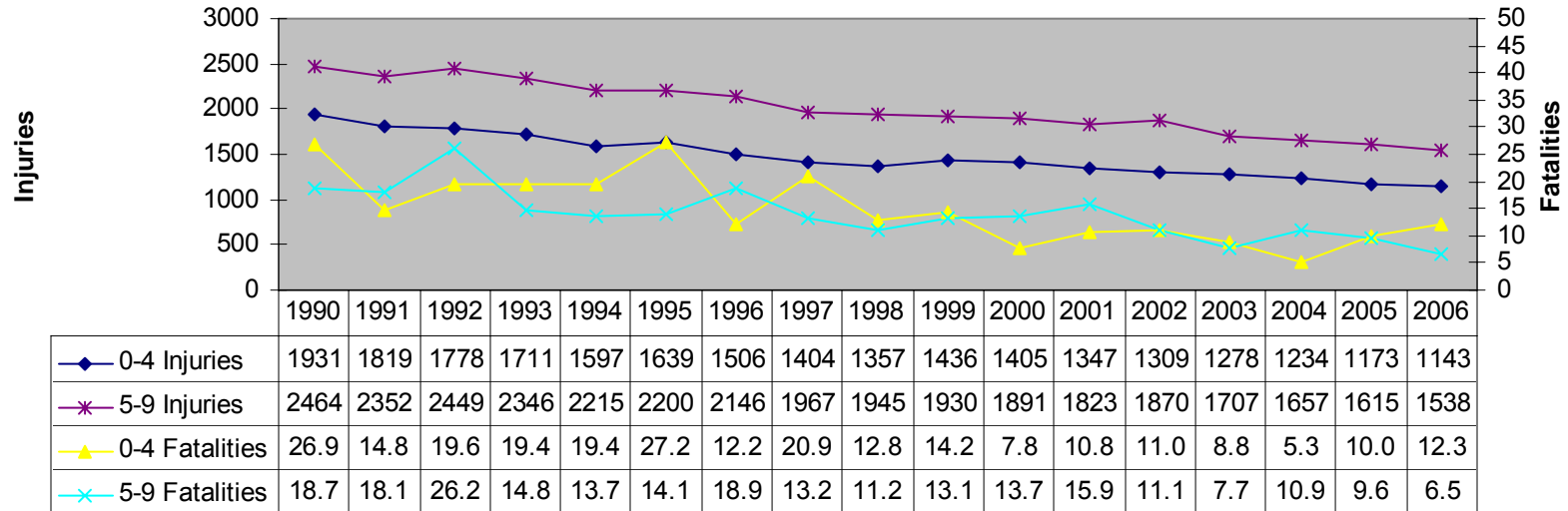
APPENDIX II:

Children Aged 0 – 9 Killed or Injured Across Canada (1990 – 2006)



(Last updated April 25, 2008 with 2006 data from Transport Canada's National Collision Database)

Children 0-9 Killed or Injured Across Canada (1990-2006) per 1,000,000 Children



(Last updated April 25, 2008 with 2006 data from Transport Canada's National Collision Database)

Appendix III: Fine & Demerit Point Table (Updates are in bold)

Jurisdiction	Fine Range	Fines for Non-use of Seat Belts	Points for Non-use of Seat Belts	Regular Driver			New Driver Conditions		
				Points to Warning	Points to Interview	Points to Suspension	Points to Warning	Points to Interview	Points to Suspension
AB	\$50 - \$500	\$100 + \$15	Adults 0, New Drivers – GDL only 2	8	n/a	15	GDL 4	n/a	GDL 8
BC	\$167 - 598	\$167*	0	9-14	15-19 (probation letter)	20+ intent to prohibit	2-3*	2-3*	4-6 1 month prohibition*
MB	Max \$1000	\$247	2 – drivers only	****	n/a	**	**	n/a	**
NB	\$168 - \$1000	\$168 (plus admin fee of \$4.50)	1	3, 7	n/a	10	n/a	n/a	4 – 1 st year 6 – 2 nd year
NF	\$100 – \$500	\$100	2	6 & 9	n/a	12	3	n/a	6
NS		\$164.50 (which includes all costs)	2	4	6 – 9: advisory letter (with re-exam for at-fault collision)	10	3 (Optional)	4 (2 for Learner's License)	6 (4 for Learner's Licence)
NT		\$100 plus \$15 surcharge	2	8	12	15	n/a	n/a	6 (1 month) 12 (3 months) 15 (6 months)
ON	\$60 - \$500	\$90 + \$20	2	6	9	15	2	6	9 – in a two year period
PE	\$100 - \$200	\$100 + \$10	3	6,7,8	9,10,11	12	3,4,5	Susp. Level	6+ (1 st year) 9+ (2 nd year)
QC	\$80 - \$100	\$80	3	7	n/a	15	n/a	n/a	4
SK		\$165	3	9-14	15-19 (after interview, training or retesting)	20	2	3 – traffic safety workshop or education session	Not based on points – 4 th incident (traffic conviction or at fault collision)
YT		\$75	4	8	n/a	15	4	Any GDL driver who has DPS (7 pts)	7

* New Driver Conditions (within 2 yrs), one 12 hr or 24 hr suspension=1 month driving prohibition; 2 or more suspensions = 1 year driving prohibition

** Driver called in for a show cause based on seriousness of record. Automatic show cause for (speeding over 49K, disobey peace officer; careless driving; racing a motor vehicle; fail to remain).

*** \$120 + \$18 victim surcharge. Reduced by \$25 if paid within 30 days.

**** Driver Improvement is based on severity and frequency of incidents added to a driver's record.

(Last updated April 2008 with 2007 data)

Appendix IV: NORP - Child Restraint Exemptions Table (Updates are in bold)

Exemption in Pace (*)		BC	AB	SK	MB	ON	QC	NB	NS	PE	NL	NT	YT	NU
Registration	Driver not licensed in the province	*												
	Vehicle registered in another jurisdiction	*			1	*		*	1	1		*		
	Registered to someone other than parent/guardian	3			2				11**	3		3		
	Non-resident under 9 kg/rental vehicle	*												
	Non-resident	*												
Type of Vehicle	Bus (for hire)	*		7		*							*	
	School bus	*				*							*	
	Taxi (child in/driver of)	*	*	*	*	12	9	*	*	*		*	*	
	Motor home	7		7									*	
	Vehicle manufactured prior to a certain date	12/63		7	1971			1970			1971	1971		1965
	Delivery body of commercial vehicle													
Emergency Vehicles	Emergency vehicle	*	*	7									*	
	Peace/police officer on duty	*				*			*	*				
	Ambulance (if seatbelt not available)	*		*		*						*	*	
	Firefighters												*	
Driver of Rental Vehicles	Rental less than 14 days		*											
	Rental less than 21 days				*									
	Rental less than 30 days	*												
	Short Term (< 60 days)					*						*		
Medical and Physical	6		10	*			*	6	*	*		6		
Day Care/Pre-school Activity	3,7		7											
Seat belt not available to passenger	*	*	*	*			*				*	*		
Driver of vehicle in which seat belt not required	*		*	*			*				*	*		
Other														
Legislation Enacted (MM/DD/YY)	3/1/85	11/13/84	11/1/83	3/84	11/1/82 11/1/83 10/16/89	1/1/85	11/1/84	1985	7/1/87	7/1/82	0/1/88	9/1/87		

- Vehicle registered in jurisdiction which does not require the use of child restraint systems.
- Vehicle is not equipped with child restraint system.
- Children between 9-18 kg in vehicle other than parent/guardian may use lap belt.
- Children under 18 kg only.
- In rear compartment if under 18 kg.
- Providing a letter of exemption is issued from a qualified medical practitioner.
- If seat belt not available.

- Temporary exemptions only. No permanent exemptions given.
- In a moving taxi, the child must be restrained by the seat belt with which the seat is equipped.
- The administrator may exempt a person if satisfied s/he is unable to wear a seat belt assembly.
- Effective Jan. 1, 2007 with the implementation of the new regulations all caregivers must restrain young children in the appropriate seat.

- While transporting a passenger for hire provided not under contract with school boards or other authority for the transportation of children.

(Last updated: April 2008)

Appendix V: NORP – Seat Belt Exemptions Table (Updates are in bold)

Exemption in Place (*)		BC	AB	SK	MB	ON	QC	NS	PE	NB	NL	YT	NT	NU
All Drivers	Driving in reverse	*	*		*	*	*	*	*	*	*	*		
Medical	Requiring medical certificate/time limited	*	*	1	*	*	*	1		*	*	*		
	Physical characteristics: size or build	*	*	1	*	*	*	*		*	*	*		
Emergency	Police – on duty or in performance of duty	*			*	*		*			9			
	Transporting someone in care/custody	*	*	*	*	*		*			*		*	
	Unless protected			*										
Firefighters	While in or on a fire truck					3		*	*					
	If not occupying position with seat belt available			*							*			
	In emergency				*									
Ambulance Attendants	Ambulance attendants					4							4	
	When carrying patient		*		*			*	*			4		
	If not occupying position with seat belt available			*										
	In emergency				*									
Delivery Route Drivers	Passengers in an ambulance					12								
	Frequent stops							*	*					
	Frequent stops and speed under 40 km/h	*	*	2	*	*			*	*	5	8		
Taxi Drivers	Canada Post employees on rural mail delivery					*				*				
	Operating a taxi cab for hire	7						*						
	In the performance of his work							*						
Persons in custody/under arrest	When carrying passengers for hire	*	*	*	*	*	*	*					*	
		*	*		*	*		*			*		*	
Bus drivers (Transit)		*	10	*										
Driving instructors					*									
Driving examiners					*									
Parade participants			*		*									
Pelvic restraint only must be worn		6		6							6			
Vehicles manufactured prior to date (no belts)		1963	*	*		*			1971	1970		1965		
Delivery body of commercial vehicle						13								
Motor homes						14								
Commercial use									*					
Legislation enacted (MM/DD/YY)		10/1/77	7/1/87	7/1/77	3/1/84	1/1/74 12/1/06	8/15/76	1/1/85	7/1/87	11/1/83	7/1/82	7/1/91	3/1/88	

1. No time limit on medical seat belt exemption.
2. Exemption for “frequently alighting” from vehicle intended to address police as well.
3. Conducting specific work activities when occupying a seated position behind the driver's cab.
4. Conducting specific work activities when riding in the rear compartment of an ambulance.
5. Frequent stops and speed under 50 km/h.
6. For systems in which the pelvic belt is separate from the torso belt.
7. Speed under 70 km/h.
8. Speed under 30 km/h where distance between stops does not exceed 250m.
9. Where compliance would endanger him/her or hamper performance of his/her duties.
10. When traveling under 40km on regular route or believe safety to be at risk.
11. If working in an industry specifically mentioned in legislation.
12. Where attendance to patients makes it impracticable to wear a seat belt.
13. In open cargo areas e.g. in the back of a pick up truck. Passengers in enclosed cargo areas must be properly restrained with a seat belt or the appropriate child car seat.
14. Once all seating positions with seatbelts are used, remaining seating positions without seatbelt may be occupied.

(Last updated: April 2008)

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
BC	Oct. 1, 1977	<p>MOTOR VEHICLE ACT</p> <p>Seat belt assembly</p> <p>220 (1) In this section, "seat belt assembly" means a device or assembly suitably fastened to the motor vehicle composed of straps, webbing or similar material that restrains the movement of a person in order to prevent or mitigate injury to the person and includes a pelvic restraint, an upper torso restraint or both of them.</p> <p>(2) A person must not sell, offer for sale or operate on a highway a motor vehicle required to be registered and licensed only under this Act and manufactured or assembled after December 1, 1963, other than a motorcycle, unless it is equipped with not less than 2 seat belt assemblies for use in the front seat in accordance with the regulations.</p> <p>(3) A person must not drive or operate a motor vehicle on a highway in which a seat belt assembly required under this section or the Motor Vehicle Safety Act (Canada) at the time the motor vehicle was manufactured, assembled or imported into Canada has been removed, rendered partly or wholly inoperative, or modified to reduce its effectiveness.</p>	1985	<p>MOTOR VEHICLE ACT Regulations 26/58</p> <p>Division 36 — Child Seating and Restraint Systems</p> <p>Obligation on driver</p> <p>36.01 A person shall not drive or operate on a highway a motor vehicle in which there is a child under the age of 6 unless the driver or operator causes that child to be securely fastened by a properly utilized and adjusted restraint system which complies with this Division.</p> <p>Systems for infants</p> <p>36.02 In respect of children weighing less than 9 kg, the restraint system shall comply with section 213.1 of the Motor Vehicle Safety Regulations of Canada as amended from time to time.</p> <p>Systems for toddlers</p> <p>36.03 In respect of all children weighing 9 kg or more but less than 18 kg,</p> <p>(a) in the case of a child who is carried in a motor vehicle driven or operated by the parent or guardian of the child, the restraint system shall comply with section 213 of the Motor Vehicle Safety Regulations of Canada as amended from time to time, and</p> <p>(b) in any case, the restraint system</p>	<p>Child Seats:</p> <p>www.icbc.com/Road_Safety/car_seat.html</p> <p>www.icbc.com/Road_Safety/Child_Passenger_Safety_TS264T_(012005).pdf</p> <p>www.icbc.com/Road_Safety/LP_65_(012005).pdf</p> <p>www.icbc.com/Library/research_papers/Child_seat/index.html</p> <p>www.qp.gov.bc.ca/statreg/reg/M/MotorVehicle/26_58/26_58-12.htm#division39</p> <p>www.tsf-bcaa.com/Content/CustomPages/Home.aspx</p> <p>www.nhtsa.dot.gov/CPS/CSSRating/Index.cfm</p> <p>www.tc.gc.ca/en/menu.htm</p> <p>www.safekidscanada.ca</p> <p>www.sja.ca/bc/</p> <p>Seat Belts:</p> <p>www.icbc.com/buy_car/buycar_seatbe.html</p>

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<p>(4) A person in a motor vehicle being driven or operated on a highway must, if the motor vehicle has properly attached to it a seat belt assembly for the seating position occupied by that person, wear the complete seat belt assembly in a properly adjusted and securely fastened manner.</p> <p>(5) Subsection (4) does not apply to a person</p> <ul style="list-style-type: none"> (a) driving a motor vehicle in reverse, (b) who is in possession of, and produces on request to a peace officer, a valid and subsisting certificate <ul style="list-style-type: none"> (i) issued by the superintendent on the recommendation of a medical practitioner, or (ii) in the form established by the superintendent, signed by a medical practitioner and issued for a period not exceeding 6 months, certifying that the person is, (iii) for the period stated in the certificate, unable for medical reasons to wear a seat belt assembly, or (iv) because of the person's size, build or 		<p>shall either comply with the system referred to in paragraph (a) or comprise the pelvic restraint of a seat belt assembly as defined in section 220 (1) of the Act.</p> <p>Systems for preschoolers 36.04 In respect of all children under the age of 6 not categorized in sections 36.02 and 36.03, the restraint system shall comprise the pelvic restraint of a seat belt assembly as defined in section 220 (1) of the Act.</p> <p>Non-application — specific 36.05 Sections 36.02 and 36.03 (a) do not apply as against a driver or operator of a motor vehicle which is</p> <ul style="list-style-type: none"> (a) not licensed in British Columbia, or (b) on rental for a period not exceeding 30 days. <p>Non-application — general 36.06 This Division does not apply as against the driver or operator</p> <ul style="list-style-type: none"> (a) of a motor vehicle which is being operated as a taxi as defined in section 32.01, (b) who is a peace officer operating the vehicle in the lawful performance of his duties, 	<p>www.icbc.com/buy_car/TS274S%20(102002)web%20seat%20belts.pdf</p> <p>www.gp.gov.bc.ca/statreg/stat/M/96318_04.htm#section220</p> <p>www.roadsafety.ca/</p> <p>carsp.ca/</p> <p>www.ccmta.ca/english/index.html</p> <p>www.nhtsa.dot.gov/</p>

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<p>other physical characteristic, unable to wear a seat belt assembly, or</p> <p>(c) who is actually engaged in work that requires him or her to alight from and re-enter the motor vehicle at frequent intervals and who, while engaged in that work, does not drive or travel in that vehicle at a speed exceeding 40 km/h, or</p> <p>(d) under age 16.</p> <p>(6) A person must not drive on a highway a motor vehicle in which there is a passenger who has attained age 6 but is under age 16 and who occupies a seating position for which a seat belt assembly is provided unless that passenger is wearing the complete seat belt assembly in a properly adjusted and securely fastened manner.</p> <p>(7) Subsection (6) does not apply if the passenger</p> <p>(a) is in possession of, and produces on request to a peace officer, a valid and subsisting certificate</p> <p>(i) issued by the superintendent on the recommendation of a</p>	1991	<p>(c) who is in possession of and produces on request to a peace officer a valid and subsisting certificate issued by the superintendent or a medical practitioner certifying that the child is unable for medical or physical reasons to wear or be fitted to the restraint system,</p> <p>(d) of a motor vehicle which is not required to be equipped with a seat belt assembly as required by section 208 of Schedule IV to the Motor Vehicle Safety Regulations (Canada),</p> <p>(e) of an emergency vehicle, and</p> <p>(f) of a bus.</p> <p>Division 39-Road Safety Passenger to be properly seated 39.01 Subject to section 9 of the Passenger Transportation Regulation, B.C. Reg. 266/2004, a person on or in a vehicle being driven or operated on or across a highway shall, while the vehicle is in motion, remain seated on a seat that has been securely installed in the passenger compartment of the vehicle.</p> <p>Driver prohibited from driving unless passenger is properly seated 39.02 Subject to section 9 of the Passenger Transportation Regulation, B.C. Reg. 266/2004, no person shall</p>	

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

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	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
	1991	<p>medical practitioner, or (ii) in the form established by the superintendent, signed by a medical practitioner and issued for a period not exceeding 6 months, certifying that the person is, (iii) for the period stated in the certificate, unable for medical reasons to wear a seat belt assembly, or (iv) because of the person's size, build or other physical characteristic, unable to wear a seat belt assembly, or (b) is actually engaged in work that requires him or her to alight from and re-enter the motor vehicle at frequent intervals and the motor vehicle does not travel at a speed exceeding 40 km/h.</p> <p>(8) Despite this section, if a seat belt assembly consists of a pelvic restraint and a separate upper torso restraint, only the pelvic restraint need be worn.</p> <p>(9) The Lieutenant Governor in Council may make regulations as follows:</p> <p>(a) requiring the use of child seating and restraint</p>	<p>Effective July 1, 2008</p>	<p>drive or operate a vehicle on or across a highway if there is a person on or in the vehicle who is not seated on a seat referred to in section 39.01.</p> <p>Exceptions 39.03 For the purposes of this section only, "vehicle" does not include</p> <p>(a) mobile equipment as defined in section 26 of the Industrial Health and Safety Regulation, B.C. Reg. 585/77, or</p> <p>(b) a conveyance referred to in section 28 of that regulation that complies with and is being used in accordance with that regulation.</p> <p>Seating for a child 39.04 A child to whom Division 36 applies who is restrained in the manner required by that Division is deemed to be seated in the manner required by sections 39.01 and 39.02.</p> <p>Booster seat regulations to be implemented.</p>	

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
	Updated 2007	<p>systems in motor vehicles on highways and prescribing the specifications for them;</p> <p>(b) defining the age of a child for the purpose of paragraph (a);</p> <p>(c) providing for the exemption from any provision of this section of any</p> <p>(i) type or class of motor vehicle, and</p> <p>(ii) class or group of drivers or passengers in motor vehicles.</p> <p>(10) A person who contravenes this section commits an offence.</p> <p>MOTOR VEHICLE ACT Regulations 26/58</p> <p>Division 39 — Road Safety Definition</p> <p>39.001 In this Division, "designated seating position" means a seating position for which a seat belt assembly is provided or is required to be provided under the Act.</p> <p>Passenger seating requirement</p> <p>39.01 A person who is 16 years of age or more and in a vehicle being driven or operated on a highway must</p> <p>(a) remain seated in a designated seating position, and</p> <p>(b) be the only occupant of that</p>			

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<p>designated seating position. Driver responsibilities 39.02 A person must not drive or operate a vehicle on a highway if (a) there is a person riding on the vehicle, (b) there is more than one person occupying a designated seating position in the vehicle, (c) there is a person in the vehicle who is not seated in a designated seating position, (d) there are more designated seating positions than were provided by the manufacturer of the vehicle when the vehicle was originally manufactured, or (e) there are more persons in the vehicle than there are designated seating positions. Responsibilities of carrier, employer and owner 39.021 In respect of a vehicle operated on a highway, a carrier, as defined in section 37.01, an employer of the driver of a vehicle or of a passenger in the vehicle or the owner of the vehicle must not request, require or allow a person to drive or operate a vehicle (a) that has more people in the vehicle than there are designated seating positions, (b) in which for an available seating position a seat belt assembly required under the Motor Vehicle Safety Act (Canada) at the time the vehicle was manufactured, assembled or imported into Canada has been removed, is partly or wholly inoperative or modified so as to reduce its effectiveness, or (c) that has more designated seating</p>			

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

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	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<p>positions than were provided by the manufacturer of the vehicle when the vehicle was originally manufactured.</p> <p>Exceptions</p> <p>39.03 (1) Despite sections 39.01, 39.02 and 39.021, a person may stand while a vehicle is being operated and a driver may operate a vehicle in which a person is standing if the vehicle is being operated in accordance with section 9 of the Passenger Transportation Regulation.</p> <p>(2) Sections 39.01, 39.02 (b), (c) and (e) and 39.021 (a) do not apply with respect to each of the vehicles set out in subsection (3) if</p> <p>(a) the vehicle was originally manufactured without seat belt assemblies for each seating position and the vehicle was not modified so that there is a seat belt assembly for each seating position, and</p> <p>(b) every person in the vehicle is seated in a seating position provided by the original vehicle manufacturer.</p> <p>(3) The following vehicles are set out for the purposes of subsection (2):</p> <p>(a) a motor vehicle, other than a bus or a motor home, with a registered model year of 1973 or earlier;</p> <p>(b) a bus, other than a bus with</p> <p>(i) a registered model year of 1994 or later, and</p> <p>(ii) a manufacturer's gross vehicle weight rating of less than 4536 kg;</p> <p>(c) a motor home with a registered model year of 1998 or earlier;</p> <p>(d) a vehicle that was not required to have a seat belt assembly under the Motor Vehicle Safety Act (Canada) at</p>			

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

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	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<p>the time the vehicle was manufactured or imported into Canada.</p> <p>(4) Sections 39.01, 39.02 and 39.021 (a) do not restrict a co-driver in a team of drivers from accumulating off-duty time in a sleeper berth in accordance with section 37.16,</p> <p>(b) do not apply to a person or vehicle that is exempt by section 32.04 or 32.05 of this regulation from the application of section 220 (3) or (4) of the Act, and</p> <p>(c) do not restrict the authority under section 25.22 to issue an inspection certificate with respect to a vehicle that has been altered so that its seating capacity has been increased, and if an inspection certificate is issued under that section with respect to such a vehicle, the vehicle is deemed, for the purposes of subsection (2) (b) of this section and sections 39.02 (d) and 39.021 (c) of this regulation, to have been manufactured with the increased number of seats.</p> <p>Seating for a child</p> <p>39.04 A child to whom Division 36 applies who is restrained in the manner required by that Division is deemed to be seated in the manner required by sections 39.01 and 39.02.</p> <p>.</p> <p>.</p>			
AB	July 1, 1987	Driver and passengers in a seating position where a seat belt assembly is	January 1, 1985	It is the driver's responsibility to ensure that children 6-16 years or weighing	

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		provided shall properly wear the complete seat belt assembly as required by the Traffic Safety Act – Vehicle Equipment Regulation Section 78(2)(a)(b)		<p>more than 18 kg (40 lb.) be properly secured in a seat belt assembly.</p> <p>Children from birth to 18 kg (40 lbs.) or under 6 years of age must be restrained according to Section 213 of the Motor Vehicle Safety Regulations.</p>	
SK	July 1, 1977	<p>Where a motor vehicle being driven on a highway is equipped with a seatbelt assembly in a seating position that is occupied by the driver, the driver shall wear the complete seat-belt assembly properly adjusted and securely fastened.</p> <p>Where a motor vehicle has a seating position equipped with a seat-belt assembly available for a passenger, no person shall drive that vehicle on a highway with a passenger under the age of 16 years unless:</p> <p>(a) the passenger occupies the seating position equipped with a seat-belt assembly and wears the complete seat-belt assembly properly adjusted and securely fastened</p> <p>Where a motor vehicle being driven on a highway is equipped with a seat-belt assembly in a seating position that is occupied by a passenger, the</p>	Nov.1, 1983	<p>Where a motor vehicle has a seating position equipped with a seat-belt assembly available for a passenger, no person shall drive that vehicle on a highway with a passenger under the age of 16 years unless:</p> <p>(b) if the passenger weighs less than 18 kilograms:</p> <p>(i) the passenger occupies a child restraint system or infant restraint system, as defined in the regulations made pursuant to <i>The Vehicle Administration Act</i>, so that it is properly adjusted and securely fastened in the manner recommended by the manufacturer; and</p> <p>(ii) the child restraint system or infant restraint system:</p> <p>(A) is appropriate for the passenger's weight and height; and</p> <p>(B) is secured to the vehicle in the manner recommended by the manufacturer.</p>	

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		passenger shall wear the complete seat-belt assembly properly adjusted and securely fastened.			
MB	April 1984	<p>All drivers and passengers are required to wear seat belts in seating positions that have seat belts. Some exemptions exist.</p> <p>Highway Traffic Act:</p> <p>Seat belt assembly</p> <p><u>186(1)</u> In this Act, "seat belt assembly" means a seat belt assembly as defined in the regulations made under the <i>Motor Vehicle Safety Act</i> (Canada).</p> <p>Condition of seat belt assembly</p> <p><u>186(2)</u> No person shall, on a highway, operate or permit the operation of a motor vehicle in which a seat belt assembly, or an automatic occupant protection system as defined in the regulations made under the <i>Motor Vehicle Safety Act</i> (Canada) and required by those regulations at the time the motor vehicle was manufactured in Canada or imported into Canada, has been removed, or has been modified or rendered partly or wholly inoperative so as to reduce its effectiveness.</p>	April 1984	<p>All children under 5 years of age and 50 pounds must be restrained in an appropriate device prescribed in the regulations and the device must be properly secured to the motor vehicle.</p> <p>Highway Traffic Act:</p> <p>Child restraints required</p> <p><u>186(9)</u> No person shall operate, or permit the operation of, a motor vehicle on a highway unless every passenger in the vehicle who has not yet attained the age of 5 years and who is under 50 pounds in weight is properly secured in a restraining device of a kind prescribed in the regulations and the device is properly secured to the motor vehicle.</p> <p>Child Restraining Devices Regulation (M.R.411/87)</p> <p>Standard</p> <p>1 For the purpose of subsection 186(9) of the Act, a child restraining device is one that complies with the requirements of the <i>Motor Vehicle Safety Regulations</i> under the <i>Motor Vehicle Safety Act</i> (Canada) and has been properly</p>	<p>http://web2.gov.mb.ca/laws/statutes/ccsm/h060_3e.php#186</p> <p>http://web2.gov.mb.ca/laws/reg/pdf/h060-119.92.pdf</p> <p>http://web2.gov.mb.ca/laws/reg/pdf/h060-411.87r.pdf</p>

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<p>Seat belt required by driver</p> <p><u>186(3)</u> Subject to subsection (5), every person who drives on a highway a motor vehicle in which a seat belt assembly is provided for the driver shall wear a complete seat belt assembly in a properly adjusted and securely fastened manner; but where a seat belt assembly consists of a separate pelvic and torso restraint the driver may wear the pelvic restraint only.</p> <p>Seat belt required by passenger</p> <p><u>186(4)</u> Subject to subsection (5), every person who is a passenger in a motor vehicle while it is being driven on a highway in which a seat belt assembly is provided for seating positions occupied by the passenger shall wear the complete seat belt assembly in a properly adjusted and securely fastened manner; but where a seat belt assembly consists of a separate pelvic and a torso restraint the person may wear the pelvic restraint only.</p> <p>Wearing seat belts not required</p> <p><u>186(5)</u> Subsections (3) and (4) do not apply to a person</p> <p>(a) driving a motor vehicle in reverse;</p>		<p>installed in a motor vehicle.</p> <p>Application</p> <p>2 Subsection 186(9) of the Act does not apply</p> <p>(a) where a motor vehicle</p> <p>(i) is registered in another province or jurisdiction which does not require the use of child restraint systems, or</p> <p>(ii) is a u-drive vehicle rented for a period not exceeding 21 days, or</p> <p>(iii) is a taxicab, while it is transporting for hire a passenger;</p> <p>(b) where a certificate signed by a qualified medical practitioner certifying that the person is, during the period stated in the certificate, unable for medical reasons to wear a child restraint system and upon request made by a peace officer produces the certificate;</p> <p>(c) where to the satisfaction of a peace officer, the person is of such size or build or possesses such other physical characteristics that he would be unable to be constrained in a child restraint system;</p> <p>(d) to the casual and occasional transportation of a child or children in a</p>	

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<p>(b) who holds a certificate signed by a qualified medical practitioner certifying that the person is during the period stated in the certificate, unable for medical reasons to wear a seat belt assembly and on request made by a peace officer produces the certificate;</p> <p>(c) where the peace officer is satisfied that by reason of the person's size, build or other physical characteristics, the person is unable to wear a seat belt assembly;</p> <p>(d) while he is engaged in work which requires him to alight from and re-enter the motor vehicle at frequent intervals and who while engaged in the work does not drive at a speed exceeding 40 kilometres per hour;</p> <p>(e) who is a peace officer and the use of a seat belt assembly would obstruct or hinder him in the performance of his duties;</p> <p>(f) who is a driving instructor of a driving instruction school or any other person while engaged in driving instruction;</p> <p>(g) who is a provincial driver</p>		<p>vehicle driven by a person who is not the parent of the child or children and the vehicle is not equipped with a child restraint system;</p> <p>(e) where a motor vehicle is not equipped with safety belts as required under the <i>Canadian Motor Vehicle Safety Standards</i>.</p>	

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<p>examiner while engaged in driver examination;</p> <p>(h) who has not attained the age of 5 years; or</p> <p>(i) who is in the care or custody of a peace officer.</p> <p>Age restriction</p> <p><u>186(6)</u> Subject to subsection (7), no person shall drive on a highway a motor vehicle in which there is a passenger</p> <p>(a) who has attained the age of at least 5 years but has not yet attained the age of 18 years; or</p> <p>(b) who is under the age of 5 years but whose weight exceeds 50 pounds;</p> <p>and who occupies a seating position for which a seat belt assembly is provided, unless that passenger is wearing the complete seat belt assembly in a properly adjusted and securely fastened manner; but where the seat belt assembly consists of a separate pelvic and torso restraint, the passenger may wear the pelvic restraint only.</p> <p>Medical or physical restrictions</p> <p><u>186(7)</u> Subsection (6) does not</p>			

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

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	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<p>apply where the passenger</p> <p>(a) holds a certificate signed by a qualified medical practitioner certifying that the person is, during the period stated in the certificate, unable for medical reasons to wear a seat belt assembly, and on request made by a peace officer produces the certificate;</p> <p>(b) is, to the satisfaction of a peace officer, of such size or build or possesses such other physical characteristics that he is unable to wear a seat belt assembly;</p> <p>(c) is engaged in work which requires him to alight from and re-enter the motor vehicle at frequent intervals and the motor vehicle is not being driven at a speed exceeding 40 kilometres per hour; or</p> <p>(d) is in the care or custody of a peace officer.</p> <p>Driving while on duty</p> <p><u>186(8)</u> Subsections (3), (4) and (6) do not apply to</p> <p>(a) a peace officer who in the lawful performance of his duty, is transporting a person in his</p>			

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

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	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	

		<p>care or custody;</p> <p>(b) a driver where he is transporting a passenger for hire in a taxicab or livery; or</p> <p>(c) a medical attendant where he is transporting a patient in an ambulance.</p> <p>Seat Belt Exemptions Regulation</p> <p>Exemptions</p> <p>1 The provisions of subsections 186(3) and (4) of <i>The Highway Traffic Act</i> do not apply:</p> <p>(a) a person riding on or in a motor vehicle in a lawfully permitted parade;</p> <p>(b) an urban transit driver when operating a transit bus;</p> <p>(c) a driver and any attendant of a rescue wagon while responding to or returning from an emergency.</p> <p>Application of ss. 186(2) and (11)</p> <p>2 Subsections 186(2) and (11) of <i>The Highway Traffic Act</i> do not apply to motor vehicles which are structurally adapted as custodial vehicles by the Provincial Sheriff's Branch or any provincial or municipal police department, in Manitoba and are used primarily for the purpose of conveying persons in lawful custody.</p>			
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	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
ON	1976 December 1, 2006	<p>Ontario Highway Traffic Act, Section 106:</p> <ul style="list-style-type: none"> • All vehicle occupants (with limited exceptions) must occupy a seating position with a seat belt and use the seat belt properly. • Driver to ensure passengers under 16 years old occupy a seating position with a seat belt and wear the seat belt as required by legislation. • Driver required to ensure child passenger secured as prescribed in the regulations. • Passengers who appear to be at least 16 years of age are now required to identify themselves to police for seat belt offences by providing their name, date of birth and address. • A seat belt assembly shall be worn so that, <ul style="list-style-type: none"> ○ the pelvic restraint is firmly against the body and across the hips; ○ the torso restraint, if there is one, is closely against the body and over the shoulder and across the chest; ○ the pelvic restraint, and the torso restraint, if there is one, are securely fastened; and 	1982 Passed December 6, 2004 Proclaimed September 1, 2005	<ul style="list-style-type: none"> • Infants under 9 kg are to travel rear facing. • Toddlers who weigh 9 kg or more but less 18 kg (20-40 lbs.) are to travel forward facing. May travel rear-facing if the manufacturer of the child car seat being used recommends its use by toddlers. • Booster seat requirements: children under eight years old, who weigh 18 kg or more but less than 36 kg (40-80 lbs.) and stand less than 145 cm, (4', 9") tall. • With specific exemptions, most drivers now required to secure children in a proper child restraint. • 2 demerit points for non-compliance 	<p>www.mto.gov.on.ca/english/about/bill73.htm</p> <p>www.mto.gov.on.ca/english/safety/carseat/choose.htm</p> <p>www.mto.gov.on.ca/english/safety/carseat/tips.htm</p> <p>www.mto.gov.on.ca/english/safety/carseat/card.htm</p> <p>www.mto.gov.on.ca/english/safety/seatbelt.htm</p> <p>www.e-laws.gov.on.ca</p> <p>http://ogov.newswire.ca/ontario/GPOE/2006/12/01/c2652.html?match=&lang=e.html</p>

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<ul style="list-style-type: none"> o no more than one person is wearing the seat belt assembly at any one time. 			
QC	1976	Under the Highway Safety Code, seat belts are mandatory for all front seat occupants.	1990	Section 397 of the Highway Safety Code : “Every child under 5 years of age who occupies, in a road vehicle other than a taxi, a seat that required to be equipped with a seat belt, must be restrained by another safety device that conforms to the standards of installation and use prescribed by regulation, unless he wears, properly fastened, the seat belt with which his seat is equipped.”	Société de l'assurance automobile du Québec Website: www.saaq.gouv.qc.ca under prevention http://www.saaq.gouv.qc.ca/prevention/index.html
	1990	Under the Highway Safety Code, seat belts are mandatory for all back seat occupants.			
	2002	<p>Under section 396 of the Code, in a moving vehicle any person, except a child targeted by section 397, must wear a properly fastened seat belt with which the seat is equipped.</p> <p>The driver is responsible for ensuring that all occupants aged 16 or less wear a seat belt and all children whose sitting height is less than 63 cm are seated in a properly installed safety seat.</p> <p>Fines: \$80-\$100 Demerit points: 3</p>	2002	<p>Amendment to section 397 of the Highway Safety Code: “ In a moving road vehicle, every child whose sitting height is less than 63 cm, measured from the seat to the top of the head, must be restrained by a restraint system or booster cushion that complies with the regulations under the Motor Vehicle Safety Act (Statutes of Canada, 1993, chapter 16). The restraint system or booster cushion must, in accordance with the manufacturer's instructions affixed thereon, be suitable for the child's height and weight and be securely attached to the vehicle.</p> <p>The driver is responsible for ensuring that all children whose sitting height is less than 63 cm are seated in a properly</p>	

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
				installed safety seat. Fines: \$80-\$100 Demerit points: 3	
NB	Nov. 1983	<p>200.1(3) Subject to subsection (5), every person who drives on a highway a motor vehicle in which a seat belt assembly is provided for the driver shall wear the complete seat belt assembly in a properly adjusted and securely fastened manner.</p> <p>200.1(4) Subject to subsection (5), every person, other than a person under the age of sixteen, who is a passenger in a motor vehicle being driven on a highway and who occupies a seating position for which a seat belt assembly is provided shall wear the complete seat belt assembly in a properly adjusted and securely fastened manner.</p> <p>200.1(6) Subject to subsection (7), no person shall drive on a highway a motor vehicle in which there is a passenger who is under sixteen years of age and occupies a seating position for which a seat belt assembly is provided unless that passenger</p> <p>(a) is wearing the complete seat belt assembly in a properly adjusted and securely fastened manner, or</p>	<p>Nov. 1984 (Reg. 83-163 under the <i>Motor Vehicle Act</i>)</p>	<p>6(1) No person shall drive on a highway a motor vehicle in which there is a passenger</p> <p>(a) who is under the age of five years, and</p> <p>(b) who weighs eighteen kilograms or less</p> <p>unless that passenger is occupying and is properly secured in a child seating and restraint system prescribed under section 7.</p> <p>7 A child seating and restraint system</p> <p>(a) the use of which is in compliance with the manufacturer's specifications as to the weight of the child,</p> <p>(b) that is installed in accordance with the installation information required by section 17 of the <i>Children's Car Seats and Harnesses Regulations</i> under the <i>Hazardous Products Act</i>, chapter H-3 of the Revised Statutes of Canada, 1970, and</p> <p>(c) that has indelibly printed on it or permanently affixed to it</p> <p>(i) the information prescribed by</p>	<p>http://www.gnb.ca/0062/PDF-acts/m-17.pdf</p> <p>http://www.gnb.ca/0062/PDF-regs/83-163.pdf</p>

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<p>(b) is occupying and is properly secured in a child seating and restraint system prescribed by regulation, as the case may be. 200.1(8) The Lieutenant-Governor in Council may make regulations</p> <p>(a) requiring the use of child seating and restraint systems in motor vehicles on highways and prescribing the specifications thereof;</p> <p>200.1(8)A person who drives on a highway a motor vehicle in which one or more seat belt assemblies are required under the provisions of the Motor Vehicle Safety Act (Canada) shall not transport more passengers in the motor vehicle than there are effectively operating seat belts assemblies in the motor vehicle.</p> <p>297(2)The Registrar shall assess against each driver and each non-resident driver for each conviction or each order a number of points as follows:</p> <p>i.1)upon conviction of an offence under subsection 200.1(3), 2 points;</p>		<p>subsections 16(1) and (2) of the <i>Children's Car Seats and Harnesses Regulations</i> under the <i>Hazardous Products Act</i>, chapter H-3 of the Revised Statutes of Canada, 1970, or</p> <p>(ii) a label stating that it meets the Canadian Motor Vehicle Safety Standard (CMVSS 213.1),</p> <p>is a prescribed child seating and restraint system for the purposes of paragraph 200.1(6)(b) of the Act.</p> <p>- (Regulation change announced for 2008 regarding booster seats).</p>	
NS	June 11, 1984	While a motor vehicle is being operated on a highway other than in reverse, the driver of the motor vehicle shall wear a seat belt if a seat belt is available to the	January 1, 2007	<p>2006 Legislation</p> <p>No person shall operate a motor vehicle on a highway unless every passenger in the motor vehicle who is under sixteen</p>	<p>www.gov.ns.ca/tran</p> <p>www.childsafetylink.ca</p>

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<p>driver.</p> <p>No person shall operate a motor vehicle on a highway unless every passenger in the motor vehicle who is under sixteen years of age is secured</p> <p>While a motor vehicle is being operated on a highway, every passenger in the motor vehicle who is sixteen years of age or older shall wear a seat belt if a seating position with a seat belt is available to that passenger.</p> <p>Every registered owner of a motor vehicle shall maintain all seat belts for the vehicle in good condition.</p> <p>No person shall modify a seat belt in any way which reduces its effectiveness or remove a seat belt except for maintenance or if the seating position has been removed.</p>		<p>years of age is secured</p> <p>(a) in the prescribed manner in a child restraint system, where the passenger is of an age, height or weight for which such a system is prescribed; or</p> <p>(b) where the passenger is not of an age, height or weight for which a child restraint system is prescribed, in a seat belt if a seating position with a seat belt is available to that passenger.</p> <p>Published in the Royal Gazette in 2005 and EFFECTIVE January 1, 2007:</p> <p>a) infants: children less than 1 year and those who weigh less than 10 kg. must be secured in a rearward facing seat.</p> <p>b) young children: children who are at least 1 year and weigh at least 10 kg. and less than 18 kg. may face forward.</p> <p>c) older children: Children who weigh more than 18 kg. must be in a booster seat if they are younger than 9 years and less than 145 cm. tall.</p>	<p>www.momdandads.ca</p>
PE	July, 1987	<p>While a vehicle is being operated on a highway other than in reverse, the driver of the motor vehicle shall wear a seat belt if available</p> <p>No person shall operate a vehicle on a highway unless every passenger who is under 16 is secured</p> <p>While a motor vehicle is being operated on a highway, every passenger 16 and older shall wear a seat belt if available</p>	<p>July 1992</p> <p>Jan 1/08</p>	<p>An infant (less than 9 kg) shall be secured in a rearward facing infant restraint system that conforms to CMVSS and which is used in accordance to manufactures instructions.</p> <p>A toddler (9 kg – 18 kg) shall be secured in a child restraint system that conforms to CMVSS and which is used in accordance to manufactures instructions.</p> <p>A pre-schooler (18 kg – 23 kg) shall be secured by a pelvic restraint of a seat</p>	<p>www.gov.pe.ca</p> <p>www.childsafetylink.ca</p>

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
				belt assembly or a booster seat system that conforms to CMVSS and which is used in accordance to manufactures instructions. Booster seat law	
NL	July 1, 1982	<p>A person shall not operate a vehicle on a highway in which a seat belt assembly is required under the Motor Vehicle Safety Act (Canada) at the time that the vehicle was manufactured or imported if the seat belt has been removed, rendered partially or wholly inoperative or modified to reduce it's effectiveness</p> <p>A person who operates a vehicle in which a seat belt assembly is provided for the driver shall wear the complete seat belt assembly in a properly adjusted and securely fastened manner.</p> <p>A person who is a passenger of a vehicle in which a seat belt assembly is provided for the seating position occupied by the passenger shall wear the complete seat belt assembly in a properly adjusted and securely fastened manner.</p>	July 1, 1982	<p>A person shall not operate on a highway a vehicle in which there is a passenger who is under 5 years of age or whose weight does not exceed 18 kilograms, unless that passenger is occupying and properly secured in a child seating and restraint system as prescribed under the regulations. Info on regulations: "child seating restraint system" means a system that meets the requirements of the <i>Motor Vehicle Safety Regulations</i> under the <i>Motor Safety Act</i> (Canada);</p>	
NT	2001	The driver of a motor vehicle shall, while the motor vehicle is being operated on a highway, wear a	2001	It is the driver's responsibility to ensure that children from birth to 18 kg must be restrained according to ss.146(4) of the	

Appendix VI: Provincial/Territorial Motor Vehicle Occupant Restraint Legislation (Updates are in red bold)

Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
		<p>complete seat belt assembly in a properly adjusted and securely fastened manner. (s.146 of Motor Vehicles Act)</p> <p>A passenger in a motor vehicle shall wear a complete seat belt assembly in a properly adjusted and securely fastened manner. (s.146 of the Motor Vehicles Act)</p> <p>No person shall operate a motor vehicle on a highway if there is a passenger who is under 15 years of age, unless the passenger is wearing a complete seat belt assembly in a properly adjusted and secured manner or a prescribed child restraint system. (s.146 of Motor Vehicles Act)</p> <p>Fine: \$100 + \$15 surcharge Demerits: 2</p>		<p>Motor Vehicles Act.</p> <p>In accordance with our Seat Belt Assembly and Child Restraint System Regulations:</p> <p>Infants (persons weighing less than 9 kgs) must be secured in a rearward facing restraint system that meets the requirements of section 213.1 of Schedule IV of the Motor Vehicle Safety Regulations under the Motor Vehicle Safety Act (Canada).</p> <p>Toddlers (persons weighing 9 kgs or more but less than 18 kgs) must be secured in a child restraint system that meets the requirements of section 213 of Schedule IV of the Motor Vehicle Safety Regulations under the Motor Vehicle Safety Act (Canada), if being transported in a vehicle that is owned, leased or regularly used by his or her parent or legal guardian. If being transported by a vehicle not owned / used by a parent or legal guardian, the toddler may be secured by a pelvic restraint mechanism of a seat belt assembly.</p> <p>Restraint system rules do not apply to the operators of taxicabs, if the infant / toddlers are being transported for compensation.</p> <p>Fine: \$200 + \$30 surcharge</p>	

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Jurisdiction	Motor Vehicle Occupant Restraint		Child Restraint/Booster Seats (all stages)		Jurisdictional Web Links for Information on Motor Vehicle Occupants and Child Restraints
	Legislation Date*	Legislation Details	Legislation Date*	Legislative Details	
				Demerits: 2	
YT	July 1991	<p>Driver and passengers must wear a seat belt while travelling in a motor vehicle.</p> <p>Seat belt is the seat belt assembly or restraint system for a seat which is specified for the vehicle by the Motor Vehicle Safety Act of Canada at the time the vehicle was manufactured, assembled or imported.</p> <p>Drivers are responsible to ensure that passengers up to the age of 15 years use a seat belt.</p> <p>The registered owner of a vehicle is responsible for ensuring that all seat belts are in proper working order.</p> <p>It is illegal to operate a motor vehicle if the seat belts have been removed or are not working properly or are modified to reduce effectiveness. Fine: \$75.00 4 demerit points</p>	July 01/91	<p>Drivers must ensure that child passengers (6 years and under) in a motor vehicle are properly secured with a federally prescribed child restraint system</p> <p>Or a child weighing less than nine kilograms;</p> <p>or nine kilograms or more but less than 22 kilograms;</p> <p>is properly secured for the purposes of the Motor Vehicle Act if secured in the manner set out in the Motor Vehicle Safety Regulations.</p> <p>Children under six years old who are heavier than 22 kg. should use a booster seat or cushion along with a properly adjusted seat belt.</p> <p>Children over six years old may wear the complete seat belt assembly. Fine: \$75.00 4 demerit points</p>	
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