

The Official Newsletter of the Canadian Association of Road Safety Professionals

THE SAFETY NETWORK LE RÉSEAU-SÉCURITÉ

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2016, Issue 3

**CARSP Conference 2016
Halifax, Nova Scotia
Conférence ACPSER 2016**

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**The 2016
CARSP
Conference
proceedings
are available
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Editorial

The 2016 CARSP Conference was held in Halifax on June 5-8. CARSP partnered with Safety Services Nova Scotia to host the event. The theme, "*Working for Road Safety*", was chosen to emphasize that motor vehicle crashes are a significant cause of traumatic workplace injury and death in Canada, and that these tragic events impact families and workplaces, both emotionally and financially.

Over 120 conference delegates came from across Canada, the United States, Australia, South Africa, and Iceland. Dr. Paul T. LaFleche, Deputy Minister for the Government of Nova Scotia's Department of Transportation and Infrastructure, welcomed delegates to the province. Jackie Norman, President and CEO of Safety Services Nova Scotia, and co-chair of the conference, welcomed delegates to Halifax.

Mark Ordeman, Industry and Labour Services Manager, WorkSafe BC, was the conference's keynote speaker. He gave an excellent overview of the history of workplace road safety, the strides which have been made to date, and items for which action is still needed. This was followed by the first plenary panel, which looked at a number of issues specifically related to workplace road safety. The four panelists discussed: human factors (Pierre Thiffault, Transport Canada), fitness to drive (Jamie Dow, SAAQ), truck-related issues (Joanne Ritchie, Owner Operators Business Association of Canada), and best practices in trucking (Trevor Bent, Eassons Transportation Group). CARSP's Annual General Meeting, an overview of which is provided in this issue, was attended by most of the conference delegates.

On the second day of the conference, Dr. Paul Arsenault, Chair of the Canadian Council of Motor Transport Administrator's (CCMTA) Board of Directors, provided an update on the 2015 Road Safety Strategy, and an outline of its successor, Road Safety Strategy 2025. This was followed by a panel on cannabis and driving, with emphasis on the legalization of cannabis in Canada. The topics included: the public health perspective on cannabis (Robert Strang, Chief Public Health Officer/Chief Medical Officer of Health, Nova Scotia), the prevalence of cannabis-impaired driving and crash risk (Mark Asbridge, Dalhousie University), the risk of collisions while impaired (Tracey Ma, Ontario Ministry of Transportation), detecting drug impaired drivers (Mark Skinner, Provincial Drug Recognition Expert Program, RCMP), and development and testing of an oral screening device (Doug Beirness, Canadian Centre on Substance Abuse). Ford of Canada sponsored the panel session and provided a demonstration of its "Impairment Suit" to conference delegates. The purpose of this device is to raise the awareness of the effects of alcohol or drugs on fitness to drive, and to encourage people not to drink or take drugs prior to driving. During lunch, Wendy Doyle, the Chair of CCMTA's Automated Vehicles Working, provided an overview of the role of this working group that is charged with mapping out the strategy for testing automated vehicles in Canada.

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In the evening, CARSP hosted its Networking and Awards Banquet. Jasmine Cleary and Dr. Alexia Lennon, both from the Centre for Accident Research and Road Safety, Queensland, Australia, were awarded the Dr. Charles H. Miller Award for the best research and evaluation paper. Bob Nielsen, Mainroad Lower Mainland Contracting LP, and Sarina Hanschke, BC Construction Safety Alliance, were awarded the Mavis Johnson Traffic Safety Award for the best policy and practice paper.

On the conference's final day, the closing panel session focused on distracted driving. The panel began with an overview of the prevalence of distracted driving (Brian Jonah, CCMTA). This was followed by discussions of the effectiveness of laws at preventing the use of electronic communication devices (Jim Shields, RCMP), Ontario's distracted driving countermeasures (John Lefebvre, Ontario Ministry of Transportation), employee policies in the workplace (Joe Treen, Safety Services Nova Scotia), and the use of technology to address distracted driving (Birsen Donmez, University of Toronto).

In addition to invited speakers and keynote addresses, a total of 59 presentations were given in 17 separate sessions. As always, the presentations focused on a wide range of road safety issues, including: injury prevention, marketing road safety, fitness to drive, distracted driving, drug and alcohol impaired driving, crash avoidance and prediction, speeding and risky driving behavior, and road safety infrastructure. New sessions this year focused on improving road safety in low and middle income countries and work-related road safety.

At the conference's closing session, prizes for the best student papers, sponsored by the Insurance Bureau of Canada, were awarded to Lalita Thakali, University of Waterloo (1st place), Taha Saleem, Ryerson University (2nd place), and Ting Fu, McGill University (3rd place).

The 2017 CARSP Conference will be held June 18-21, at the Chelsea Hotel, in downtown Toronto. We hope to see you all there. Watch for the Call for Abstracts coming out this September.



Jackie Norman and Brenda Suggett

**Brenda Suggett and Jackie Norman
Co-Chairs, 2016 CARSP Conference**

The theme, "Working for Road Safety", was chosen to emphasize that motor vehicle crashes are a significant cause of traumatic workplace injury and death in Canada, and that these tragic events impact families and workplaces, both emotionally and financially.



Le thème, « La sécurité routière au travail », a été retenu afin de mettre en évidence le fait que les accidents de la route sont une cause importante de décès et de blessures graves en milieu de travail.

Éditorial

La Conférence ACPSPER 2016 s'est déroulée à Halifax du 5 au 8 juin dernier. L'ACPSPER s'est associée avec Safety Services Nova Scotia pour organiser l'événement. Le thème, « *La sécurité routière au travail* », a été retenu afin de mettre en évidence le fait que les accidents de la route sont une cause importante de décès et de blessures graves en milieu de travail. Ces événements tragiques ont des impacts sur les plans émotif et financier, tant dans les milieux de travail que pour les familles des victimes.

Il y avait 122 participants provenant de partout au Canada, des États-Unis, de l'Australie, de l'Afrique du Sud et de l'Islande. Le Dr Paul T. LaFleche, sous-ministre aux Transports et Renouvellement de l'infrastructure et co-président de la conférence, a souhaité la bienvenue aux participants en Nouvelle-Écosse. Jackie Norman, présidente et chef de la direction de Safety Services Nova Scotia et co-présidente de la conférence, a, quant à elle, souhaité la bienvenue aux participants à Halifax.

Mark Ordeman, gestionnaire au service Industry and Labour chez WorkSafe BC, était le conférencier principal. Il a donné un excellent aperçu de l'histoire de la sécurité routière au travail, des progrès qui ont fait à ce jour ainsi que des éléments pour lesquels des actions sont encore nécessaires. Sa présentation a été suivie de la première séance plénière réunissant des experts qui ont discuté de plusieurs éléments directement liées à la sécurité routière au travail. Les quatre participants au panel ont abordés les sujets suivants : les facteurs humains (Pierre Thiffault, Transports Canada), l'aptitude à conduire (Jamie Dow, Société de l'assurance automobile du Québec), des questions liées au transport par camion (Joanne Ritchie, Owner-Operators Business Association of Canada) et les meilleures pratiques dans le camionnage (Trevor Bent, Eassons Transportation Group). L'assemblée générale annuelle de l'ACPSPER, dont un article dans ce bulletin donne un aperçu, a également eu lieu ce jour-là et la plupart des participants à la conférence y ont assistée.

Le deuxième jour de la conférence, le Dr Paul Arsenault, président du conseil d'administration du CCATM, a fait part des dernières nouvelles concernant la Stratégie de sécurité routière 2015 et a donné un aperçu de la Stratégie de sécurité routière 2025. Ce fut suivi d'une séance plénière sur le cannabis et la conduite, avec, au premier plan, la question de la légalisation du cannabis au Canada. Les sujets abordés incluaient : un point de vue de santé publique sur le cannabis (Robert Strang, administrateur en chef de la santé publique et médecin hygiéniste en chef de la Nouvelle-Écosse), la prévalence de la conduite avec les facultés affaiblies par le cannabis et du risque d'accidents (Mark Asbridge, Université Dalhousie), le risque d'accidents lorsqu'en faculté affaiblie par le cannabis (Tracey Ma, ministère des Transports de l'Ontario), la détection des conducteurs en facultés

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affaiblies par les drogues (Mark Skinner, Programme provincial d'experts en reconnaissance de drogues, GRC) et le développement et les essais d'un dispositif de dépistage oral (Doug Beirness, Centre canadien de lutte contre les toxicomanies). Ford Canada a parrainé cette séance plénière et a procédé à une démonstration pour les participants de son « Impairment Suit », une combinaison qui simule la conduite sous l'influence de la drogue. L'objectif de cette combinaison est de sensibiliser les gens quant aux effets de l'alcool et des drogues sur l'aptitude à conduire et de les encourager à ne pas boire ou consommer de la drogue avant de prendre le volant. Pendant le dîner, Wendy Doyle, présidente du comité de travail sur les véhicules automatisés du CCATM, a donné un aperçu du rôle de ce groupe de travail qui est chargé d'élaborer la stratégie pour l'essai des véhicules automatisés au Canada.



Ford Canada
« Impairment Suit »

Ford Canada a parrainé cette séance plénière et a procédé à une démonstration pour les participants de son « Impairment Suit », une combinaison qui simule la conduite sous l'influence de la drogue.

En soirée, l'ACPSE tenait son traditionnel banquet. Jasmine Cleary et la Dr Alexia Lennon, toutes deux du Centre for Accident Research and Road Safety, dans l'état du Queensland, en Australie, ont reçu le prix Dr Charles H. Miller pour le meilleur article du volet « Recherche et évaluation ». Bob Nielsen de Mainroad Lower Mainland Contracting LP et Sarina Hanschke de BC Construction Safety Alliance, se sont vus décerner le prix Mavis Johnson remis au meilleur article du volet « Politiques et pratiques ».

Lors de la dernière journée de la conférence, la séance plénière de clôture portait sur la distraction au volant. La séance a débuté par un survol de l'importance de cette problématique (Brian Jonah, président sortant de l'ACPSE). Ce fut suivi d'échanges concernant l'efficacité des lois à prévenir l'utilisation au volant d'appareils de communication électroniques (Jim Shields, GRC), les mesures de prévention contre la distraction au volant mises en place par l'Ontario (John Lefebvre, ministère des Transports de l'Ontario), les politiques visant les employés en milieu de travail (Joe Treen, Safety Services Nova Scotia), et le recours à la technologie pour trouver une solution au problème de la distraction au volant (Birsén Donmez, Université de Toronto).

En plus des conférenciers invités et des allocutions en vedette, un total de 59 présentations réparties dans 17 sessions distinctes ont été livrées. Comme toujours, les présentations ont porté sur un large éventail de problématiques de sécurité routière comprenant notamment la prévention des blessures, la promotion de la sécurité routière, l'aptitude à conduire, la distraction au volant, la conduite avec les

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facultés affaiblies par l'alcool ou la drogue, la prédiction et la prévention des accidents, la vitesse et autres comportements de conduite à risque, les infrastructures routières et, une nouveauté cette année, des sessions consacrées à l'amélioration de la sécurité routière dans les pays en développement et en voie de développement ainsi qu'à la sécurité routière au travail.

Lors de la session de clôture de la conférence, les prix pour le meilleur article rédigé par un étudiant, présentés par le Bureau d'assurance du Canada, ont été attribués à Lalita Thakali, Université de Waterloo (1^{ère} place), Taha Saleem, Université Ryerson (2^e place) et Ting Fu, Université McGill (3^e place).



Dakota Wallace and Jackie Norman

La prochaine Conférence ACPSER se tiendra du 18 au 21 juin 2017, à l'Hôtel Chelsea situé au centre-ville de Toronto. Nous espérons vous y voir en grand nombre. Surveillez l'invitation à présenter une communication qui devrait paraître en septembre.

Brenda Suggett and Jackie Norman
Co-présidents de la Conférence 2016 de l'ACPSER

Road Safety and the Workplace

Résumé : Mark Ordeman est Directeur du Service des Transports, de l'Industrie et du Travail chez WorkSafeBC. Il a donné une présentation d'ouverture de la Conférence ACPSER de Halifax. Mark a mis l'accent sur l'importance de la sécurité routière au travail et sur le rôle clé que peut jouer l'industrie pour cet enjeu.

Mark opened by reiterating that motor vehicle crashes are a leading cause of deaths in countless numbers of countries around the world. Given the number of people who drive as part of their work, it's not surprising that crashes are also a leading cause of workplace deaths.

His keynote address stressed that over the past century, road safety has evolved from focusing on the driver as the source of incidents to recognizing that crashes and injuries are caused by a number of factors, including the driver, the vehicle and the environment. This systems-based approach shifts the emphasis from blame to prevention, and aims to eliminate the frequency and severity of crashes by influencing the causal factors.

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Focusing on occupational road safety is a more recent development. The United Kingdom was the first jurisdiction to recognize a vehicle as a workplace and is a leader in occupational road safety initiatives. In the 1990s, the Royal Society for the Prevention of Accidents (ROSPA), the primary agency that focuses on occupational road safety, was the first organization to publish guidance and tools for employers addressing occupational road risk. The Health and Safety Executive, which creates and enforces workplace health and safety regulations, has produced resources for employers specifically explaining how the regulations apply to driving for work.



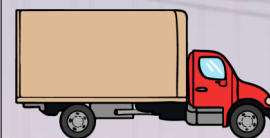
Mark Ordeman

The Occupational Safety and Health Administration (OSHA) and National Institute for Occupational Safety and Health (NIOSH) in the United States have also done significant work in occupational road safety. OSHA has created guidelines to help employers create effective driver safety programs and, in 2010, NIOSH established the Centre for Motor Vehicle Safety. This virtual centre brings together researchers from various disciplines to develop guidance about reducing work-related motor vehicle crashes.

In Canada, many of the provinces have ongoing occupational road safety activities. For example, Manitoba's RPM Trucking Safety Program provides occupational health and safety resources for the transportation industry. Ontario's Fleet Safety Council is a group of driver trainers and safety professionals that offer resources for employers and workers.

In B.C., WorkSafeBC led the development of Road Safety at Work (RSAW), an initiative to assist workplace parties reduce the incidence of work-related crashes. RSAW provides workplaces with information and tools to help keep workers safe when they are behind the wheel, whether they drive a commercial truck, a passenger car, or a personal vehicle.

Complementing the fleet activities of RSAW are two annual awareness campaigns, *Shift into Winter* and *Cone Zone*. *Shift into Winter* raises awareness about the hazards associated with winter driving and provides safety information to the driving public and occupational audiences. The campaign is supported by members of the Winter Driving Safety Alliance, which include WorkSafeBC, the Ministry of Transportation and Infrastructure, the police, and ICBC.



The United Kingdom was the first jurisdiction to recognize a vehicle as a workplace and is a leader in occupational road safety initiatives.

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Cone Zone is a campaign that highlights the vulnerability of roadside workers, which can include landscapers, utility technicians, first responders, tow truck operators, and road maintenance and construction workers. The campaign is supported by WorkSafeBC, the Ministry of Transportation and Infrastructure, BC Road Builders and Heavy Construction Association, and members of the Work Zone Safety Alliance.

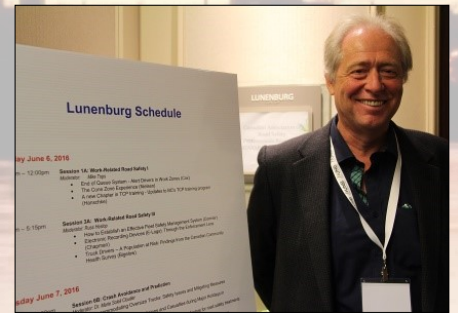
Even though occupational road safety has come a long way, there is still a lot of room for improvement. In B.C., we are working to make legislative language more explicit when it comes to occupational road safety. We are also refining our data collection process so we can better identify the root causes of work-related crashes. In the meantime, WorkSafeBC and other health and safety organizations will continue to support occupational road safety programs, as well as help employers understand their responsibilities when it comes to protecting workers who drive as part of their work.

Jennifer Cheng
WorkSafeBC

CARSP Conference Photos

Photo credits: Emmanuel Takyi, Sarina Hanschke and Shawna Mercer







The Canadian Council of Motor Transport Administrators (CCMTA) has established a dedicated working group to consider the implementation of autonomous vehicles in Canada.

Automated Vehicles in Canada

Résumé : Une variété de manufacturiers automobiles et de groupes de recherche automobile sont présentement en train de développer activement les véhicules autonomes. Cette technologie offre un grand nombre de bénéfices potentiels, mais soulève aussi plusieurs inquiétudes concernant les possibles effets négatifs sur la sécurité routière. À la dernière conférence de l'ACPSE, Wendy Doyle, la co-présidente du groupe de travail sur les véhicules autonomes du Conseil canadien des administrateurs en transport motorisé, a prononcé un discours liminaire présentant une vue d'ensemble des recherches et prises de décisions présentement en cours au Canada.

Autonomous vehicles is a topic which intrigues people in many different sectors yet, depending on who you talk to, there are differing opinions of when this disruptive technology will be widely deployed in Canada. Implementation will require that the provinces and territories develop policies for initial testing and subsequent widespread usage of autonomous vehicles on the nation's roads. The Canadian Council of Motor Transport Administrators (CCMTA) has established a dedicated working group to consider these issues.

The spectrum of advanced technology vehicles includes automated vehicles that have automatic collision avoidance systems installed. Such technologies include adaptive cruise control, lane departure warning and lane keeping assistance, forward collision warning, collision avoidance warning and auto-brake systems. Connected vehicles (CV's) may employ a range of advanced information and sensing technologies, providing vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I), and vehicle-to-everything (V2X) communications. Finally, fully autonomous vehicles (AV's) are capable of operation without being under the physical control of a human driver.

Connected Vehicle Test Beds

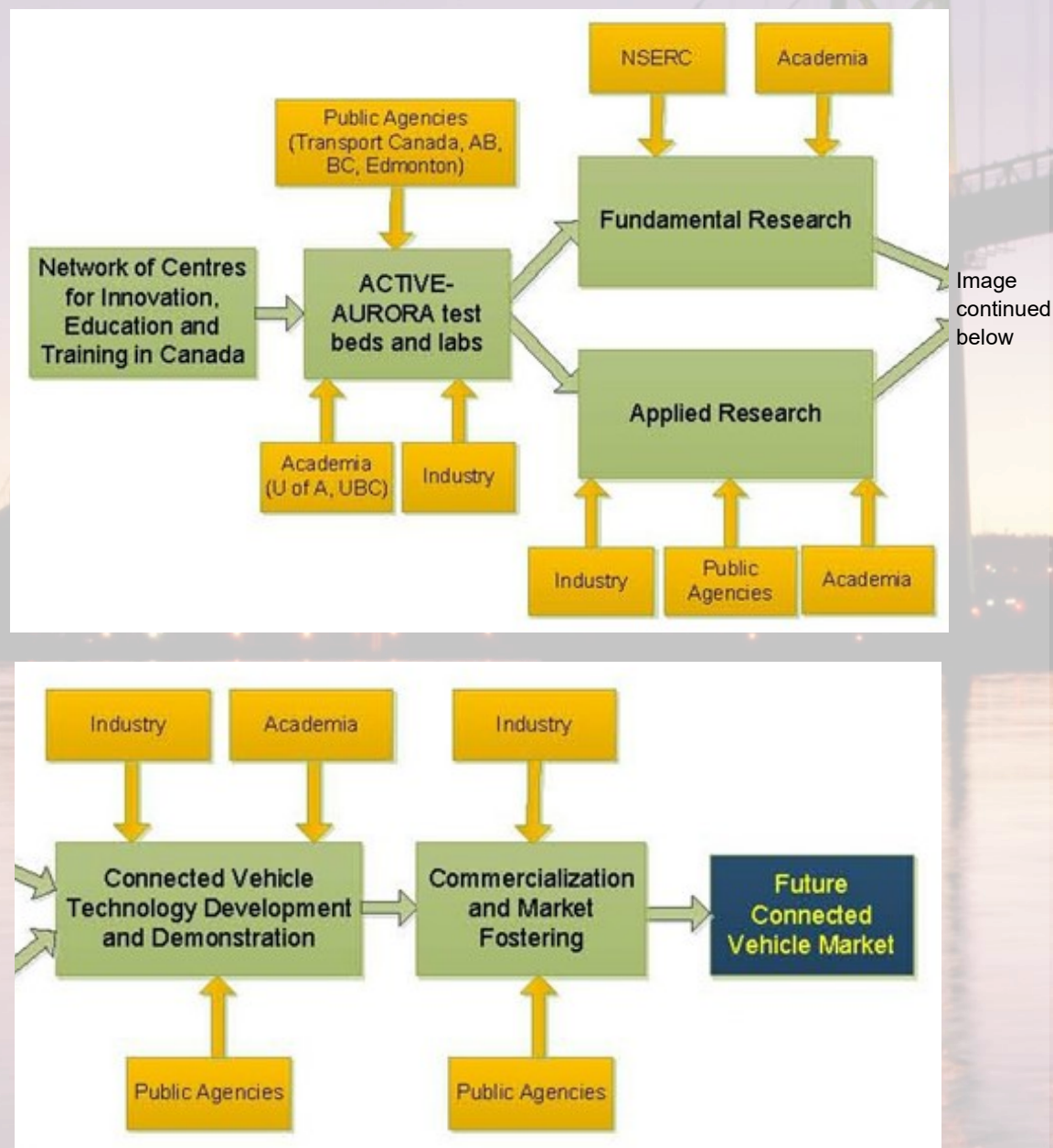
ACTIVE-AURORA is a \$3.7M joint infrastructure project involving the University of Alberta (U of A), the University of British Columbia (UBC), Transport Canada, the City of Edmonton, and Alberta Transportation. The project involves two learning centres and affiliated laboratory testbeds (one at U of A, and one at UBC), and three on-road connected vehicle testbeds (two in Edmonton, and one in Vancouver).



Image courtesy of Grendelkhan, Wikimedia Commons

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ACTIVE-AURORA Stages of Technology Development and Knowledge Transfer

Image courtesy of [The Centre for Smart Transportation \(CST\), University of Alberta](#)

A wide range of advanced transportation technologies will be deployed. These will focus on wireless communications and CV systems to enhance and improve the safety, fluidity, and movement of people and goods throughout the Asia Pacific Gateway (APG): Edmonton, Alberta, and Vancouver, British Columbia.

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ACTIVE-AURORA is a \$3.7M joint infrastructure project involving the University of Alberta, the University of British Columbia, Transport Canada, the City of Edmonton, and Alberta Transportation.

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U of A's focus will be on collecting real-time CV data for active traffic and demand management in partnership with City of Edmonton and Alberta Transportation. UBC's focus will be on testing and evaluating commercial CV technologies for wireless freight security and efficiency, in partnership with a number of private sector telecommunications equipment and service providers.

CCMTA Autonomous Vehicles Working Group

The work plan for CCMTA's AV working group includes:

- determining the status of AV's in all provinces and territories,
- hosting an AV workshop for CCMTA members to establish a base level of knowledge for policy makers,
- compiling a literature review on AV's,
- completing a review of current jurisdictional regulatory frameworks,
- developing a jurisdictional preparedness checklist, and
- reviewing the best practices being developed by the American Association of Motor Vehicle Administrators' working group and determining the best way to implement these in Canada.

Testing Legislation

On January 1, 2016, Ontario launched a pilot programme to allow for the testing of automated vehicles on Ontario's roads. Those eligible to participate in the pilot include automobile and parts manufacturers, technology companies, academic and research institutions. A number of specific restrictions are imposed on both the test vehicle and the operator, and reporting of any collisions involving the subject vehicle is required. To date, Ontario has had no applications to conduct AV testing under the auspices of this legislation.



Wendy Doyle

Wendy Doyle
Alberta Transportation



Cannabis and Driving



With the federal's government's comments on legalizing recreational use of cannabis next spring, the topic of cannabis and driving is more important than ever.

Résumé : Lors de la dernière Conférence ACPSER, un panel de discussion a été tenu sur la conduite et le cannabis. L'engagement du gouvernement fédéral de légaliser au printemps prochain l'utilisation récréative du cannabis pourrait avoir d'importantes répercussions sur la sécurité routière au Canada. Les cinq panélistes ont discutés des enjeux et bien fait comprendre les risques potentiels et les mesures qui pourraient aider à réduire l'impact potentiel de ce facteur de risque.

At the recent CARSP Conference, a panel discussion was held on cannabis and driving. I was pleased to serve as the moderator of this session since the federal government's commitment to legalize the recreational use of cannabis next spring may have far reaching consequences for road safety in Canada. American states which have already legalized cannabis use (e.g., Colorado and Washington) are seeing considerable increases in collisions involving drivers who used cannabis, particularly fatal collisions, and an increase in the number of drivers being charged for cannabis-impaired driving. Road safety professionals in Canada should be aware of the potential risk of this legislative change and be prepared to respond to it.

There were five panelists who spoke to various aspects of cannabis use: Dr. Robert Strang, Dr. Mark Asbridge, Tracey Ma, Constable Mark Skinner, and Dr. Doug Beirness.

Dr. Robert Strang is the Chief Medical Officer of Health for Nova Scotia. Dr. Strang presented Canadian data on the use of cannabis, recently and in the past, by all age groups, and by students in grades 7-12. He noted that there is a high risk of psychosis among heavy cannabis users and co-morbidity with schizophrenia and bipolar disorder. About 9% of users consume most of the cannabis. Health impacts include accidental poisoning of children who consume edible cannabis, delayed brain development in youth, and impaired -related driving injuries and deaths. He suggested that cannabis use has to be properly regulated in terms of strength, age of access, a requirement for single-product stores (i.e., one shouldn't be able to purchase alcohol and cannabis in same store), and hours of operation rules. There must also be requirements regarding production, taxation, discounts, and advertising, and clear legislation regarding cannabis-impaired driving.



Dr. Robert Strang

Source:

tinyurl.com/35emj8j

Dr. Mark Asbridge, who is a professor in the Department of Community Health and Epidemiology and Emergency Medicine at Dalhousie University, and also a member of the CARSP Board, presented data on the prevalence of driving under the

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Dr. Asbridge reviewed a number of studies using different methodologies and concluded that cannabis use increases the risk of injury by 1.5-2.0 times.

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influence of cannabis and the risk of collisions. He noted that a recent 2012 roadside survey in British Columbia found that drivers aged 35-44 were most likely to be driving under the influence of drugs, at 11.5%, followed by those 19-24 at 9.3%. The prevalence of drugs for these two age groups was higher than that reported in a 2010 survey. Cannabis use was higher among female drivers. In a 2014 Ontario roadside survey, 21% of drivers aged 19-24 had drugs present and of these, 93% had been using cannabis. In both surveys, it was found that drugs were more commonly found among those 18-24 than alcohol. In most Canadian jurisdictions, cannabis use attributable to collision deaths and injuries per 100,000 population declined with age. Dr. Asbridge reviewed a number of studies using different methodologies (e.g., lab studies using simulators, epidemiological studies) and concluded that cannabis use increases the risk of injury by 1.5-2.0 times. The annual economic cost of collisions attributable to cannabis is estimated to be \$1.09-1.28 billion per year in Canada.



Dr. Mark Asbridge

Source: medicine.dal.ca/



Tracey Ma

Source: LinkedIn

Tracey Ma, who is a researcher with the Road Safety Research Office of the Ministry of Transportation of Ontario (MTO), talked about drugs and driving in Ontario and the research MTO is doing on topic. She noted that 39% of fatally injured drivers in Ontario in 2013 tested positive for drugs, and that a roadside survey found that 10.5% of drivers tested were drug positive. She noted that there are oral fluid tests and the Standardized Field Sobriety Test which can be used to detect the presence of drugs such as cannabis, but there is not a one-to-one relationship between the presence of the drug and driver

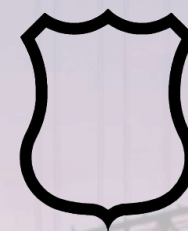
impairment. Cannabis affects attention, reaction time, distance perception, speed variability, car following and lane positioning. In order to determine the risk of a fatal collision while driving under the influence of drugs, MTO will be comparing the 2014 coroner fatality data on the presence of drugs with the results of the roadside survey in that same year. They will be controlling for different locations, times, usage habits, and collision and violation history in order to estimate the relative risk of collisions while driving under the influence of cannabis. Cannabis-only cases will be separated to determine the risk for cannabis.

Constable Mark Skinner, Provincial Drug Evaluation and Classification Program Coordinator for RCMP's H Division in Nova Scotia, talked about how police officers detect drug impaired drivers. He noted that the first step at the roadside, after a breath test has discounted the presence of alcohol, is the Standardized Field Sobriety Test. The test consists of the Horizontal-Gaze-Nystagmus-Test, where the

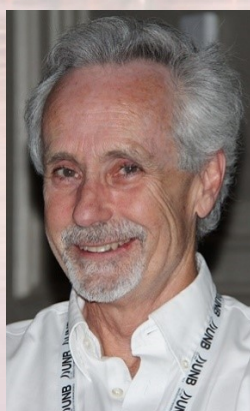
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driver follows the movement of an object (e.g., a pen) laterally and the officer looks for jumpy eye movements, the Walk-and-Turn test, where the driver has to walk nine steps heel to toe and then return without falling over, and the One-Leg-Stand, where the driver has to stand on one leg without falling over. If the officer believes the driver is impaired by a drug based on these tests, they are taken to the police station where a specially trained Drug Recognition Evaluator (DRE) conducts a series of physical, eye (pupil size, reaction to light, vertical nystagmus), and divided attention tests, as well as an assessment of vital signs (e.g., pulse, blood pressure) and an assessment of muscle tone. If the DRE concludes that the driver is impaired by a drug (e.g., cannabis), then the driver is required by law to provide a urine or blood sample. If the lab test confirms that the drug suspected by the DRE was in the toxicological sample, then the driver is charged under the Criminal Code and if found guilty is subject to the same penalties as a convicted alcohol-impaired driver. Constable Skinner noted that DRE evaluations have been going up over the period 2013-2015 in Nova Scotia and that the most commonly detected drug was cannabis.

*Constable Mark Skinner*

Oral fluid screening devices detect only the presence of some drugs and do not detect impairment. These devices are only one set of tools for police to use.

*Dr. Doug Beirness*

The final panelist was Dr. Doug Beirness, representing the Canadian Society of Forensic Science's Drugs and Driving Committee, who spoke about the development and testing of oral fluid screening devices. He described a project, supported by the RCMP and the Ministry of Transportation of Ontario, to investigate the feasibility of using these devices for detecting drug impaired drivers at the roadside. Three devices were included in the initial study: Alere DDS2, Drager Drug Test 5000 and Securetec DrugWipe 6S. These devices collect oral fluid and then test for the presence of several drugs (e.g., cannabis, cocaine, methamphetamine). A group of 646 drug users were tested with one of the oral fluid devices and a second sample

was sent to a lab for analysis. The results of the oral fluid tests were compared to those obtained from the lab. All three devices were fairly accurate in terms of sensitivity (ability of the screening device to detect a drug if it is present) and specificity (ability of the screening device to find no drugs if indeed there are no drugs present) regarding the detection of cannabis, cocaine, methamphetamine and opioids but not amphetamines nor benzodiazepines. Dr. Beirness cautioned that these devices detect only the presence of some drugs and do not detect impairment. These devices are only one set of tools for police to use. The next phase of the study is to conduct a pilot study where the police can use them at the roadside to assess their ease of use, durability, and acceptance. This research will ultimately result in a technical standard for these devices.

Dr. Brian Jonah, CCMTA

A Behind-the-Scenes Look at Ontario's Distracted Driving Media Campaign

With statistics still on the rise, and following the addition of higher fines and three demerit points last September, Ontario's Ministry of Transportation (MTO) released their "#PutDownThePhone" Distracted Driving Media Campaign on June 16, 2016. The campaign has already started to steer the public conversation on road safety. MTO's Road User Safety Division's Road Safety Marketing Office (RSMO) and Communications Branch led this powerful campaign. "Too many drivers have convinced themselves they can handle distractions because nothing bad has happened to them yet," said Andrew Davidson, former CARSP Board member and Manager of RSMO, "This campaign lets them know how quickly that can change."

But how did the campaign come together?

Filming took place over two days, but the video required months of planning and preparation beforehand, as well as post-production work afterward. Countless meetings were held to determine the most effective creative direction. Prior to filming, four different concepts for the video were tested with focus groups across Ontario. The final concept was chosen because the crash leading to a severe life-altering injury resonated very strongly with the target audience and especially younger drivers.

MTO staff worked with Cabinet Office Communications and a Toronto-based ad agency to develop the concept, produce storyboards and select everything from the director to the actors, locations, wardrobe and more.

On set, cameras were mounted on the front windshield of the main car (with which the SUV collides). In addition, a camera person sat in the passenger seat. MTO staff and film crew members monitored the footage in a van that followed the main car. It took half-a-day, and several takes, to get the first scene just right.

For the collision scene, a special vehicle equipped with a large external camera filmed the SUV and the camera reversing away from each other. This footage was then played in reverse on a blue screen behind the main car to simulate an impact with the SUV. The main car was also hooked up to special equipment to shake it from side-to-side, as the actor physically simulated the force from the impact. To make the collision look more realistic, fake glass was sprayed through the car's window (as if the window was shattering upon impact).



Distracted drivers are four times more likely to be in a collision and to get this message out we wanted a powerful, thought-provoking ad that sheds light on the dangers of distracted driving.

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Close-up of a screen in the van that was tailing the main vehicle.

The film crew wanted the hospital scene to look as authentic as possible. In the 60-second version, the actress portraying the nurse in the hospital was, in fact, a real nurse. MTO also consulted with Sunnybrook Rehabilitation Centre and had a technical consultant on-set to ensure that the hospital equipment used was appropriate and the depiction of patient's condition was as accurate as possible.

The full media campaign consists of:

- 30 and 60 second videos (English and French) for television and cinema (102 locations)
- 30 second video – Ethnic Media (7 languages)
- Three different radio adaptations
- Digital: YouTube, Google, Spotify – English/French/Ethnic
- Promotion at a wide variety of community events

Distracted drivers are four times more likely to be in a collision and to get this message out we wanted a powerful, thought-provoking ad that sheds light on the dangers of distracted driving. To view the 30 and 60 second versions of the #PutDownThePhone Campaign, click on the following link.

30-second version: <https://www.youtube.com/watch?v=bNGtPI3AQLo>

60-second version: <https://www.youtube.com/watch?v=Pcc3VG1TeaU>

John Lefebvre
Ontario Ministry of Transportation

Coup d'œil dans les coulisses : le tournage de la campagne médiatique sur la conduite inattentive de l'Ontario



Plan rapproché d'un écran placé dans la fourgonnette suivant la voiture principale.

Les accidents sur la route causés par la conduite inattentive ne cessent de croître. C'est pourquoi, depuis septembre dernier, les automobilistes distraits sont passibles de trois points d'inaptitude et d'amendes plus sévères. Dans ce contexte, le ministère des Transports de l'Ontario (MTO) a lancé le 16 juin sa campagne publicitaire sur la conduite inattentive « #LâcheTonTéléphone », qui soulève déjà une discussion publique sur la sécurité routière. Cette vigoureuse campagne a été conduite par le Bureau de promotion de la sécurité routière et la Direction des communications, relevant de la Division de la sécurité des usagers de la route du MTO.

« Trop d'automobilistes s'imaginent que, parce que rien de grave ne leur est encore arrivé, ils sont capables de gérer les sources de distraction, rapporte Andrew Davidson, ancien membre du conseil d'administration de l'Association canadienne des professionnels de la sécurité routière et chef actuel du Bureau de promotion de la sécurité routière. Grâce à cette campagne, ils comprennent que la vie peut basculer d'un coup. »

Mais comment cette campagne a-t-elle pris forme?

Le tournage a duré deux jours, mais a nécessité des mois de planification et de préparation ainsi qu'un travail de postproduction. D'innombrables rencontres ont été tenues pour trouver le concept le plus efficace, et des groupes de discussion de partout en Ontario ont été formés pour en tester quatre. Le concept gagnant – une vie bouleversée après une collision qui laisse de graves blessures – a été choisi pour le puissant écho qu'il suscitait chez le public cible, surtout chez les jeunes conducteurs.

Le MTO a collaboré avec les communications du Bureau du Conseil des ministres et une agence publicitaire de Toronto pour développer le concept, réaliser des scénarimages, choisir les lieux de tournage, les costumes, tous les membres de l'équipe de tournage – du directeur aux acteurs – et plus encore. Sur le plateau, des caméras étaient fixées au pare-brise avant de la voiture

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principale (celle qui est percutée par le VUS) et un caméraman occupait le siège passager. Le personnel du MTO et l'équipe de tournage, à bord d'une fourgonnette qui suivait cette même voiture, observaient les séquences vidéo sur un moniteur. Ce n'est qu'après une demi-journée, et plusieurs essais, qu'ils ont réussi à tourner la bonne prise pour la première scène.

La scène de l'accident a été tournée au moyen d'une grosse caméra qui, installée à l'extérieur d'un véhicule spécial, a filmé le VUS qui s'en éloignait en marche arrière. L'équipe a ensuite joué cette séquence à l'envers sur un écran bleu placé derrière la voiture principale, pour créer l'illusion d'une collision. De plus, la voiture a été branchée à un équipement particulier afin qu'elle puisse être secouée dans tous les sens et que l'acteur puisse simuler la force du choc. Enfin, pour renforcer le réalisme de la scène, l'équipe a projeté des éclats de fausse vitre par la fenêtre du côté conducteur, de sorte qu'elle semble être pulvérisée sous l'impact.

L'équipe de tournage voulait que la scène de l'hôpital semble aussi véridique que possible. Ainsi, dans la vidéo de 60 secondes, l'actrice qui joue l'infirmière exerce bel et bien ce métier dans la vie. Le MTO a aussi consulté le centre de réadaptation Sunnybrook et a fait venir un consultant technique sur le plateau pour qu'il s'assure que l'équipement hospitalier était approprié et que l'acteur interprétait la condition du patient aussi justement que possible.

La campagne publicitaire complète comprend :

- des vidéos de 30 et de 60 secondes (en anglais et en français) pour la télévision et les salles de cinéma (102 emplacements);
- une vidéo de 30 secondes pour les médias ethniques (dans sept langues);
- trois adaptations radio différentes;
- des adaptations numériques dans YouTube, Google et Spotify (en anglais, en français et dans d'autres langues);
- des initiatives promotionnelles dans toute une gamme d'événements communautaires.

Les automobilistes distraits sont quatre fois plus à risque d'être victimes d'une collision. Et, pour passer ce message, nous voulions créer une publicité percutante qui engage la réflexion en braquant les projecteurs sur les dangers de la conduite inattentive. Pour visionner les versions de 30 et de 60 secondes de la campagne #LâcheTonTéléphone, cliquez sur les liens suivants :

Version de 30 secondes : <https://www.youtube.com/watch?v=Q4X6gAbUcoo>

Version de 60 secondes : <https://www.youtube.com/watch?v=Pcc3VG1TeaU>

John Lefebvre
Ministère des Transports de l'Ontario



Les automobilistes distraits sont quatre fois plus à risque d'être victimes d'une collision. Et, pour passer ce message, nous voulions créer une publicité percutante qui engage la réflexion en braquant les projecteurs sur les dangers de la conduite inattentive.



Researchers at the Centre for Accident Research and Road Safety in Queensland, Australia were presented the Dr. Charles Miller Award for their paper on aggressive driving behaviour.

Dr. Charles Miller Award

Résumé : Le prix Dr Charles H. Miller est donné au meilleur article technique présenté à la conférence ACPSER, fondé sur le mérite technique et scientifique. Cette année, le prix a été décerné à une équipe de chercheurs basée au Centre de recherche sur les accidents et la sécurité routière à Queensland (CARRS-Q), en Australie, avec la participation de Jasmine Cleary, la Dr Alexia Lennon et Alison Swann. La Dr Alexia Lennon a accepté le prix au nom de l'équipe de recherche. Leur projet a étudié la relation entre les comportements de conduite agressive et le désengagement moral.

The Charles Miller award is given to the best conference paper presented at the CARSP conference based on technical and scientific merit. This year, the award was given to a team of researchers based in the Centre for Accident Research and Road Safety in Queensland, Australia consisting of Jasmine Cleary, Dr. Alexia Lennon and Alison Swann. Dr. Alexia Lennon accepted the award on behalf of the research team. Their paper explored the relationship between aggressive driving behaviour and moral disengagement.



Alexia Lennon and Brian Jonah

About the authors

Jasmine Cleary: Jasmine completed her Bachelor of Psychological Science at the University of New England, Australia in 2014 followed by a Graduate Diploma in Behavioural Science (Psychology) at the Queensland University of Technology, where she received the 2015 Academic Year CARRS-Q Road Safety Award for the most outstanding thesis in the area of road safety. Jasmine noted that she is the first person from her family to graduate university, an achievement that she takes great pride in. She has been interested in human behavior and thought from her early teenage years and knew that it was what she wanted to pursue professionally. She loves questioning the 'status quo', which is a handy attribute when pursuing a research career.

Dr Alexia Lennon: Alexia has been involved in road safety and injury prevention research and education in Australia for more than 12 years and has developed several areas of research interest. These include aggressive driving, speeding, and vulnerable road users, in particular child passengers and pedestrians.

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Currently she is Chief Investigator on an Australian Research Council Discovery grant to investigate aggressive driving as well as smaller grants in this same topic area. As part of this project she has been investigating psycho-social aspects of what makes drivers behave aggressively, and findings in relation to moral disengagement in the winning paper flow from this work. Her work in child passenger safety builds on an earlier Australian Research Council Linkage grant. This work includes projects to investigate parental attitudes and behaviours in relation to child restraints, and formulating interventions to encourage parents to adopt best practice in this area. She has an interest in both qualitative research methods as well as quantitative methods.

Alison Swann: Alison Swann participated in this research project as part of her Post Graduate Diploma in Psychology with CARRS-Q and QUT. Alison has a fascination with moral behaviour and a curiosity behind aggressive acts. She was excited to see how the two linked in this study on driving aggression. Alison is currently studying her Master in Professional Psychology at University of Waterloo and is working with at risk youths.

Abstract

Aggressive driving behaviours may be associated with greater crash risk in situations where drivers engage in riskier types of behaviours such as following too closely. It also appears that many drivers who do not normally regard themselves as angry or aggressive report engaging in aggressive driving acts. Qualitative studies have suggested that drivers explain these behaviours with reference to justified retaliation or beliefs that such acts 'teach' other drivers a 'lesson' or to exercise better driving manners or etiquette. Drivers may also argue that their behaviour does not have a negative impact on others. Such descriptions of motives bear a strong resemblance to the psychological mechanisms of moral disengagement.

An on-line survey with a convenience sample of general drivers was used to explore the potential utility of moral disengagement in explaining self-reported driving aggression. Hierarchical regression analysis was used with measures of trait anger, driving anger (DAS), moral disengagement, and driving moral disengagement (an adaptation of the measure of moral disengagement for the driving context). The pattern of results suggests drivers with higher tendencies to morally disengage in the driving context may respond to others more aggressively on-road. Moreover, driving moral disengagement appeared to add to our understanding of why some angry drivers do not respond aggressively on-road while others do. Seeking to prevent drivers from activating moral disengagement while driving may be worthy of exploration as a way of reducing non-violent, yet potentially still risky, forms of driving aggression.



Bob Nielson and Sarina Hanschke won the Mavis Johnson Award for their Cone Zone Experience program to educate drivers on roadside work zone safety.

Mavis Johnson Traffic Safety Award

Résumé : Cette année, le prix de la sécurité routière Mavis Johnson a été accordé à Bob Nielsen et à Sarina Hanschke, pour leur article appartenant au volet « Politique et pratiques » sur le « Cone Zone Experience », un événement de sensibilisation du public centré sur les pratiques sécuritaires de conduite dans des zones de travaux routiers.

This year's Mavis Johnson Traffic Safety Award winners are Bob Nielsen and Sarina Hanschke for their Policy and Practice submission on the Cone Zone Experience, a public awareness event focused around safe driving practices in roadside work zones.

Poor road user conduct in work zones and the resulting roadside worker safety risks are of chief concern for road maintenance and construction companies in British Columbia and across Canada. There is little protection for a worker at the roadside other than signs and cones to separate a worker from road users. There are thousands of families that rely on the competence and attention of a driver to ensure their loved ones make it home safely at the end of the day.

Launched in 2013, the "Cone Zone Kart Track" was an initiative developed to engage a spectrum of road user audiences, through the use of a work zone themed Go-Kart Track, to communicate the dangers of speed and inattention in work zones. Since conception the project has evolved into an immersive and interactive carnival-like "Cone Zone Experience" delivered at provincial fairs, to teach a variety of roadside safety best practices with a central humanistic message: "slow down so everyone can make it home safely." The event takes an innovative approach by primarily targeting tomorrow's drivers (youths 10 – 16) to empower, educate and reinforce road safety behaviours. There are various activities which appeal to all ages. The children and their families learn and have fun while learning about the impacts that driver inattention on the roads has on roadside workers and their families.



Bob Nielsen knows the detrimental effect motorist inattention can have for roadside workers in a vulnerable position. Bob is the Corporate Compliance Manager, for Mainroad Group, a highways maintenance and construction contractor in BC. Bob oversees compliance for all occupational health and safety and environmental regulations for the Group. His creative passion has led to the creation of the "Cone Zone Experience", which he developed with Mainroad's support. As the event grew in popularity and enthusiasm, the eagerness to get on board through

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sponsorships increased. Mainroad Lower Mainland Contracting has since become a prime sponsor of the Experience along with the Insurance Corporation of British Columbia, WorkSafeBC and the BC Ministry of Transportation. Bob leads this project independently, with the help of Sarina Hanschke, on behalf of a collective of organizations representing the needs of roadside workers called the Work Zone Safety Alliance.



Sarina has a deep connection and passion for roadside worker safety. She has first-hand experience working on busy roads and highways as a flagger for a paving company. She currently works with the BC Construction Safety Alliance, a not-for-profit Health and Safety Association to the Construction Industry. She performs the role of Quality Assurance to BC's Traffic Control Person (flagger) program, which aims to help prepare and train those responsible for the safety of roadside workers and the public passing through the work zone.

The event continues to change and grow in size and popularity. Each event is different, as new and inventive ways to share messaging with the audience are introduced to this now mini-theme park attraction. 2016 is the event's biggest year yet with a presence at four different public events reaching a potential audience of 170,000 people with road safety messaging.

Sarina Hanschke **BC Construction Safety Alliance**



Bob Nielson, Mavis Johnson, and Sarina Hanschke

To learn more about
the cone zone, visit
www.conezonebc.com

Student Paper Awards

The CARSP student paper competition is a yearly initiative sponsored by the Insurance Bureau of Canada and facilitated by the Canadian Road Safety Youth Committee. Students registered in Canadian universities submit papers on any road safety related topic. All submissions are reviewed by a multidisciplinary expert panel of CARSP members. Authors of the top three papers present their research at the conference and receive conference registration, travel expenses, and a cash prize.

1st

Lalita Thakali,
University of
Waterloo

1st Place: Lalita Thakali, University of Waterloo

Résumé : Lalita est originaire du Népal et complète actuellement un doctorat à l'Université de Waterloo. Les travaux qu'elle a présentés en juin dernier font partie des recherches menées dans le cadre de sa thèse et portent sur le recours à une approche non paramétrique d'une technique de modélisation d'accident comme solution de rechange à l'approche paramétrique classique pour une analyse de sécurité routière, en particulier pour une analyse du réseau.

Lalita Thakali is from Nepal, a beautiful country in south Asia. She did her Bachelor's degree in Civil Engineering at one of the renowned universities in Nepal. Since her childhood, she always wanted to be a civil engineer, but she became interested in road safety after obtaining a Master's degree in Transportation Engineering in Thailand, where she was involved in road safety research. She decided to pursue a career in road safety after working for a few years in transportation. She is currently working on a Ph.D. at the University of Waterloo under the supervision of Dr. Liping Fu and Dr. Tao Chen.

Her award winning paper is part of her doctoral research focused on the application of a nonparametric approach as an alternative crash modeling technique to the traditional parametric approach used for road safety analysis, particularly for network screening. One of her motivations came from the possibility of automating the entire network screening process using a data-driven, nonparametric approach. While this approach has not been commonly used, she hopes it will be valuable in future applications.

Lalita has been studying road safety for five years and now has a clear picture on how to manage road safety issues in practice. She believes safety analyses can be improved through the application of state-of-the-art techniques. After completing her studies this summer, she plans to work in Canada applying her academic knowledge to real-world problems. We congratulate Lalita as the recipient of this prize and look forward to seeing the results of her future work.



Tom Levesque and Lalita Thakali

2nd Place: Taha Saleem, University of Toronto

Résumé : Le deuxième prix du concours récompensant le meilleur article soumis par un étudiant est allé à Taha Saleem, auteur de « A New Approach to Evaluating Roundabout Safety Using Conflicting Volumes and Delay ». Cet article a été rédigé en collaboration avec Robert J. Henderson et Bhagwant Persaud.

The second prize for this year's Student Paper Competition went to Taha Saleem, author of "A New Approach to Evaluating Roundabout Safety Using Conflicting Volumes and Delay". His co-authors are Robert J. Henderson and Bhagwant Persaud.



Originally from Brampton, Ontario, Taha completed his degree in Engineering at the University of Toronto in 2010, and went on to graduate work at Ryerson University. Initially interested in Environmental Engineering, he switched to road safety research after taking a course from Bhagwant Persaud, who became his thesis supervisor. After completing his master's degree in 2012, he went on to work toward a PhD, which he expects to complete this fall. After that, he hopes to continue his work in road safety, both as a private consultant and through teaching and research at a renowned university.

Roundabouts are constructed mostly because of their safety and capacity benefits; they provide a solution that can potentially reduce crashes at intersections by 75 percent, compared to stop control or traffic signals. The main objective of this study is to investigate the viability of roundabout crash prediction models based on estimated total peak hour conflicting volumes and the overall roundabout delay, and to compare these models to conventional models based on actual flows. Samples of multi- and single-lane roundabouts from the Region of Waterloo, the City of Ottawa and Washington State were used. Models were developed by linking crashes to the estimated total peak hour conflicting volume and the overall roundabout delay. The results are promising in that the new models yield results that closely match those from the conventional models.

We congratulate Taha and wish him all the best.



Tom Levesque and Taha Saleem

2nd

Taha Saleem,
University of
Toronto

3rd

Ting Fu,
McGill
University

3rd Place: Ting Fu, McGill University

Résumé : La troisième place du concours de l'ACPSE récompensant le meilleur article soumis par un étudiant est allée cette année à Ting Fu pour son article intitulé « Automatic Traffic Data Collection under Varying Lighting and Temperature Conditions in Multimodal Environments: Thermal vs Visible Spectrum Video-based Systems ». Cet article a été rédigé en collaboration avec Joshua Stipancic, Sohail Zangenehpour, Luis F. Miranda-Moreno et Nicolas Saunier.

This year's third place award for the CARSP student paper competition went to Ting Fu for the paper entitled "Automatic Traffic Data Collection under Varying Lighting and Temperature Conditions in Multimodal Environments: Thermal vs Visible Spectrum Video-based Systems", co-authored with Joshua Stipancic, Sohail Zangenehpour, Luis F. Miranda-Moreno, and Nicolas Saunier.

Ting Fu has a Bachelor's degree in Transportation and Highway Engineering from Tongji University in Shanghai City and is currently a Ph.D. candidate in the department of Civil Engineering and Applied Mechanics at McGill University in Montréal. His main interests include transportation engineering, intelligent transportation systems, road safety and ITS.

This award-winning paper focused on vision-based monitoring systems using video cameras that can complement or substitute conventional sensors. In particular, the purpose of this research was to integrate existing tracking and classification computer-vision methods for automated data collection and to evaluate the performance of thermal video sensors under varying lighting and temperature conditions. Among the main findings, the results show that the regular-video sensor only narrowly outperformed the thermal sensor during daytime conditions. However, the performance of the thermal sensor is significantly better for low visibility and shadow conditions, in particular for pedestrian and cyclist data collection. Moreover, speed measurements by the thermal camera were consistently more accurate than for the regular video at daytime and nighttime. The thermal videos are insensitive to lighting interference and pavement temperature, and solve the issues associated with visible light cameras for traffic data collection, especially for locations with pedestrians and cyclists.

Congratulations to Ting!



Tom Levesque and Ting Fu

4th & 5th Place Honorable Mentions

Honorable mentions go to 4th place winner Maryam Merrikhpour from the University of Toronto and 5th place winner James Roos from Western University. Maryam's paper was entitled "Social Norms and Teenage Driver Distractions" and James' paper was entitled "Rural and Urban Motor Vehicle Collisions: Is there a fatal divide?".



Tom Levesque and Maryam Merrikhpour



Tom Levesque and James Roos

Annual General Meeting

Résumé : L'ACPSEER a tenu son assemblée générale annuelle (AGM) le lundi 6 juin 2016, lors de la première journée complète de la conférence ACPSEER à Halifax, en Nouvelle-Écosse. Dr. Brian Jonah, le président sortant de l'ACPSEER a été le président d'assemblée puisque la nouvelle présidente de l'ACPSEER, Jennifer Kroeker-Hall, a été dans l'impossibilité d'être présente. Brian a souhaité la bienvenue aux délégués et a présenté une vue d'ensemble de l'ACPSEER. Il a présenté la directrice exécutive de l'association, Brenda Suggett, ainsi que les quatre présidents de comités : structure de gouvernance (vice-président, à déterminer), comité de marketing et d'adhésion (Liz Owens), comité des finances (Paul Boase) et le nouveau comité : le comité des jeunes professionnels (Matthew Mulkern).

CARSP held their Annual General Meeting (AGM) on Monday June 6th, 2016, the first full day of the 26th CARSP Conference in Halifax, Nova Scotia. Dr. Brian Jonah, CARSP's Past President chaired the AGM in lieu of incoming CARSP President, Jennifer Kroeker-Hall, who was unable to attend. Brian welcomed the conference delegates and provided an overview of CARSP as an organization. He introduced CARSP's Executive Director, Brenda Suggett, and CARSP's four committee chairs: Structure and Governance Committee (CARSP's Vice President, TBD), Membership and Marketing Committee (Liz Owens), Finance Committee (Paul Boase), and the newest committee, Young Professionals' Committee (Matthew Mulkern).

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Paul Boase, CARSP Treasurer, gave an overview of CARSP's financial position. Noteworthy updates included:

- The 2015 Income/Expense Statement shows a net deficit of \$6,583 for the year.
- The 2015 Balance Sheet shows an equity balance of \$43,837.
- The 2015 budget is forecasting a surplus of \$363.

The 2015 Financial Statements and 2016 Budget were next accepted by the membership, following a resolution put forward by Paul. Paul raised a second resolution, that "CARSP, being a non-soliciting not-for-profit corporation waive the appointment of a public accountant to conduct a review engagement for 2015 and that, as in previous years, the financial statements be prepared by compilation", which was accepted by the membership.

In response to CARSP incurring a net loss in 2015, Paul proposed a \$10 fee hike to the CARSP membership, which would raise the individual membership fee to \$75 while also increasing the corporate membership fee at an amount to be determined. The student membership fee may also be increased. The proposed fee increases were accepted by the CARSP membership.

Matthew Mulkern, Chair of the new Young Professionals' Committee, informed the membership that the Canadian Road Safety Youth Committee (CRSYC) recently merged with CARSP as the new Young Professionals' Committee. He provided an overview of the CRSYC and described challenges they face in fulfilling their mandate due to a lack of funding and membership. The majority of the CRSYC activities and intertwined with the CARSP Conference. The CRSYC merged with CARSP as a new committee to ensure the long-term sustainability of the group. Membership on the new Young Professionals' Committee is open to CARSP members aged 18-30 years.



Matthew Mulkern

Canadian Road Safety Youth Committee (CRSYC) recently merged with CARSP as the new Young Professionals' Committee to ensure the group's long term sustainability.



CRSYC | CCJSR

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Brian gave an update on the Safety Network Newsletter by announcing the current Editorial Board members and inviting other CARSP members to join. Editorial Board members commit to eight teleconferences per year and act as writers, editors and French/English translators. He asked for contributions to the newsletter in the form of letters to the editor, articles, photos and announcements.

Brian provided an overview of the Road Safety Professional (RSP) Designation initiative, in which CARSP has played a significant role. At present, the CARSP Board was asked to review a proposal for developing and administering a RSP certification program. The proposal states that the program will be developed and administered by the Transportation Profession Certification Board, a U.S. agency currently responsible for Professional Traffic Operations Engineering Program (PTOE). The CARSP Board reviewed the proposal at the June 2016 board meeting and voted against supporting the plan. Instead, CARSP would like to develop a knowledge transfer program for those interested in developing a core level of road safety knowledge, which would have the potential to develop into a possible certification program. The CARSP Board had several reasons for not supporting this proposal:

- The Board believed the demand for this type of certification in North America is low and that it would not become a factor in Requests for Proposals for road safety projects.
- The certification levels outlined in the discussion paper do not have the interest of all road safety professionals at heart. The proposed format allows the transportation professional – who are mostly engineers – to achieve a higher level of designation, but does not do the same for those from non-transportation disciplines.
- A U.S. agency may not be the best to lead this endeavor as the CARSP Board believes that the U.S. as a whole, is not recognized as a best practice leader in road safety. The CARSP Board would prefer an alliance with country organizations achieving more success in road safety, such as, Australia (CARRS-Q or the Australasian College of Road Safety) and the United Kingdom (Road Safety Great Britain).
- Other points raised by the CARSP Board included:
 - Who would operate the program?
 - How much would the certification program cost?
 - How much of the content would be applicable in the Canadian context?

Finally, Brian gave the times and locations of when the Charles H. Miller Award, the Mavis Johnson Traffic Safety Award and the Student Paper Competition Awards would be presented at the conference. He announced the names of three out-going CARSP board members and thanked them for their service: Andrew Davidson, Craig Milligan and Jean Wilson.

Brenda Suggett, CARSP



*Save the date
for the 2017
CARSP
Conference in
Toronto, ON, on
June 18 to 21.
The conference
theme is
"Technology in
Road Safety"*

CARSP Conference 2017

Save the date! Next year's conference will be held from June 18-21, 2017 at the Chelsea Hotel, downtown Toronto, Ontario. The theme of the conference will be "Technology in Road Safety". This theme was chosen to highlight current and emerging technologies which impact road safety both positively and negatively. In-vehicle technologies, such as Advanced Driver Assistance Systems (e.g. blind spot monitoring), help avoid crashes through advanced detection systems. Two-way communication, such as between vehicles and between the vehicle and the road is also starting to emerge. These provide each other with information, such as safety warnings and traffic information, which help prevent crashes. The emergence of autonomous vehicles, in which automation (using artificial intelligence), operates the vehicle and the driver is merely a passenger, claims to make driving safer and more efficient. Other systems help to detect those who are violating the law, such as red light cameras, which help identify risky driving and speeding, and drug road side detection systems which help identify those who are impaired.

Technology can also have a negative impact on road safety. Smart technologies in cars, such as navigation systems and entertainment consoles can cause driver distraction, which leads to a greater likelihood of crashes. While cars now offer hands-free cell phone technology, it has been shown that even hands-free causes driver distraction. Furthermore, cell phones, through either talking or texting, can not only negatively impact drivers, but also vulnerable road users such as pedestrians.



La Conférence ACPSER 2017

La prochaine conférence ACPSER se tiendra du 18 au 21 juin 2017, à l'hôtel Chelsea au centre-ville de Toronto, en Ontario. Le thème de la conférence sera « La technologie et la sécurité routière ». Ce thème a été choisi pour mettre l'accent sur les technologies existantes ainsi que les nouvelles technologies, comme les systèmes avancés d'aide à la conduite (par exemple pour la surveillance des angles morts), qui aident à réduire le nombre de collisions. Les systèmes de communication, comme ceux entre les véhicules et ceux entre un véhicule et la route, commencent aussi à émerger. Ces systèmes partagent de l'information, comme les avertissements de sécurité et des informations sur la circulation, ce qui aide à prévenir des collisions. Les constructeurs de véhicules autonomes, qui sont en émergence et dans lesquels des systèmes automatisés (qui utilisent l'intelligence artificielle) conduisent le véhicule et où le conducteur n'est en fait qu'un simple passager, prétendent que ces véhicules rendent la conduite plus sécuritaire et plus efficace. D'autres systèmes aident à la détection des conducteurs qui violent la loi, comme les appareils de surveillance aux feux rouges, qui aident les autorités à identifier la conduite dangereuse et les excès de vitesse, ainsi que les systèmes mobiles qui permettent la détection des drogues illicites, qui permettent l'identification des conducteurs avec les facultés affaiblies.

Par contre, les technologies peuvent aussi avoir un impact négatif sur la sécurité routière. Les technologies intelligentes dans les véhicules, comme les systèmes de navigation et les consoles de divertissement, peuvent augmenter les distractions pour le conducteur et ainsi augmenter les risques de collisions. Maintenant que les véhicules offrent aussi la technologie mains-libres pour les téléphones cellulaires, il a été prouvé que même l'utilisation de la technologie mains-libres est la cause de distractions. De plus, les téléphones cellulaires, qu'ils soient utilisés pour parler ou pour l'envoi et la réception de messages textes, peuvent avoir des impacts négatifs pour les conducteurs ainsi que les autres utilisateurs de la route, comme les piétons et les cyclistes.

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Next Issue

The fall 2016 issue of the Safety Network Newsletter will cover international road safety non-government organizations (NGOs). Please contact Rebecca Peterniak (rebecca.peterniak@fireseedsnorth.ca) if you would like to contribute an article or photos for this theme.

Submissions are due October 3, 2016 and should be between 300 and 500 words plus accompanying pictures and graphics.

Prochain Numéro

Le numéro à paraître à l'automne du bulletin Réseau-Sécurité portera sur les organisations non-gouvernementales œuvrant en sécurité routière sur le plan international. Vous êtes invités à contacter Rebecca Peterniak (rebecca.peterniak@fireseedsnorth.ca) si vous souhaitez soumettre un article ou des photographies portant sur ce thème. L'échéance pour soumettre un article est le 3 octobre. Il devrait être d'une longueur de 300 à 500 mots. Vous êtes invités à ajouter des graphiques ou des photographies s'il y a lieu.