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**VERBATIM TRANSCRIPT OF
HOUSE COMMITTEE PROCEEDINGS**

COMMITTEE: STANDING COMMITTEE ON SOCIAL DEVELOPMENT

Thursday, January 27, 2005

SUBJECT(S) BEFORE THE COMMITTEE:

Further Consideration of Motion No. 23 re Combating Drinking and Driving on Prince Edward Island.

NOTE:

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COMMITTEE MEMBERS

PRESENT:

Wayne Collins, Chair
Dr. David McKenna
Wilbur MacDonald
Jim Bagnall replacing Hon. Elmer MacFadyen
Andy Mooney replacing Hon. Kevin MacAdam
Hon. Robert Ghiz

MEMBERS PRESENT:

Richard Brown

ABSENT:

Beth MacKenzie
Carolyn Bertram

GUESTS:

Highway Safety: John MacDonald
Graham Miner
Alex Poole

STAFF:

Marian Johnston, Committee Clerk
Mary Perry, Research Assistant

STANDING COMMITTEE ON SOCIAL DEVELOPMENT
Thursday, January 27, 2005
10:00 a.m.

Guests: John MacDonald, Director of Highway Safety and Information Technology, Graham Miner, Acting Registrar of Motor Vehicles, Alex Poole, Highway Safety.

Wayne Collins (PC)(Chairman): We're officially under way. I called this meeting to order of the Standing Committee on Social Development and we are examining our role in terms of addressing the request of the House and in terms of Motion 23, Combating Drinking and Driving on Prince Edward Island.

Before we move to the second item of the agenda. I do want to make a quick report to committee members since I was ordered to go to driver rehabilitation at our last meeting. I did attend 50 per cent of the classes, there's two mornings, two consecutive mornings I was out on Tuesday morning and I want to thank all the people at Highway Safety for the reception I was given, which was basically no different than the reception given to everyone else who was attending driving rehab and I appreciated that.

So I just sat in and opened my eyes and opened my ears and what I heard was a very fine opening address from Audrey Mayhew who is with Highway Safety. She's the Highway Safety Officer there. I did see a video that featured two people who really had a tremendous impact on my feelings about impaired driving and Mrs. Betts from West Prince spoke about the death of her 16-year old daughter, I believe her name was Wendy, it happened up in West Prince back in the early 1990's and Megan Miller of Stratford who spoke about the death of her brother. I believe Jason is his name and it happened on Thanksgiving up near the Charlottetown Mall, on University Avenue. Then we also had a presentation from Alex Poole, I believe Alex will be joining us later this morning and through the Tuesday morning snowfall and the aftermath, Alex was able to make it in and speak directly to everyone who was attending the driver rehab about the terrible consequences of his impaired driving accident for which he takes full responsibility and he has been a paraplegic now since that accident.

Also we heard from Sandra McNevin of Addiction Services. You may of read her column sometimes in *The Guardian* and she addressed the issue of

when do you know you're a problem drinker and when do you know you've gone from being a problem drinker to having an addiction. And she also talked about a lot of the programs that the province does offer in terms of Addiction Services.

The next morning I know they were going to highlight reinstatement details, how you go about actually getting your licence back and unfortunately I couldn't attend the Wednesday session. I had a prior commitment but I'm sure Mr. MacDonald and Mr. Miner might entertain some questions on that regard later on after the presentation this morning.

Before we go any further though, that's the report on my attendance of the half Driver Rehabilitation Program. I found it to be quite an eye opener. I left there with two feelings, one of gratitude for the privilege of being able to drive because at the end of the session that morning, it was really strange how everyone was reaching for their cell phones or looking for a payphone to find someone to give them a drive home. I was the only one walking out of that room with the privilege of putting the key in the ignition and - didn't have the bus. But I do want to also say the other feeling I had was there by the Grace of God. I think if we are all being really candid about this, at some point in our past maybe there were times when if you look back on it and reflect seriously we may have been at the line or indeed over the line. It could of been one of us. Mr. McKenna.

Dr. David McKenna (PC): Just a correction here, the young Miller boy's name was Michael Miller not Jason Miller.

Wayne Collins (PC) (Chair): Michael, alright thank you, I appreciate that. Michael Millar. Any questions about that attendance there other than did I drive anyone home. If not we will move on to number 2 on our agenda and I want to introduce the lady whose at the far end of the table on the right her name is Mary Perry and Mary is administrative worker with the Highway Safety and Information Technology and as a support worker

there I'm delighted that Mary is willing to work with us at this committee.

As all of you are aware it's very busy season this winter for committee work of the Legislative Assembly. I believe there are at least six committees that are up and running, been dates have been set and examining issues from genetic modification to Public Accounts and what have you. So it's obvious our Clerk of Committees has her work cut out for her and I think that the support that we can receive from people such as Ms. Perry is much appreciated.

Mary was telling me earlier that she assisted in a Welfare Assistance Review Committee back in 1985 and did work similar to this and was also instrumental in an impaired driving conference that was held in the year 2001. So I want to welcome Ms. Perry here today and certainly I will entertain any motion - Mr. McKenna.

Dr. David McKenna (PC): Mr. Chair I'd like to move a motion that we accept Mary Perry as the Assistant for Research and Writing for our committee. I think Mary is a very capable lady, I've known her for a number of years and I think she'll do a great service to our committee. I move the motion.

Wayne Collins (PC) (Chair): Motion so moved. Mr. Mooney.

Andy Mooney (PC): I'll be the seconder.

Wayne Collins (PC) (Chair): Seconded and any further discussion? All those in favour say Aye.

Committee Members: Aye.

Wayne Collins (PC) (Chair): Contrary Nay. Motion passed. Ms. Perry we welcome you to our committee work.

Number three on our agenda today and I find - I really want to say how grateful I am to have Mr. John MacDonald here along with Graham Miner. John is the Director of Highway Safety and Information Technology, Graham is the Acting Registrar of Motor Vehicles and I know it was quite short notice and Monday's snowstorm certainly didn't help matters very much, but they have been working feverishly to put together a tag team report for us today and we're going to hopefully get -

what I think has been the experience of the committees I've served on, a very helpful overview of a situation as we begin to hear from and will further on, various citizen groups and the public at large. A real fine factual background on where we stand today. As we say, an overview on some of the strategies that we are employing here on Prince Edward Island.

So without further delay. I'm going to turn things over to Mr. MacDonald and Mr. Miner. Gentlemen thank you for being here.

John MacDonald: Well thank you very much Wayne and also to the committee members for giving us the opportunity to come and present some information to you on the overview of impaired driving on PEI and also some of the strategies that we currently employ in the province in dealing with impaired driving and maybe also look into the future a little bit about some future strategies. I apologize to the folks behind me here for my back. I don't know if there is anyway that you could actually get to see the slides - I'll leave that up to the Chair.

Wayne Collins (PC) (Chair): They are most welcome if they feel they want to see the slides they can move on up and take a seat, there's no problem there.

John MacDonald: Anyway I'm also glad to have Graham Miner, Acting Registrar of Motor Vehicles with me today. Graham has a lot of firsthand knowledge and experience in dealing with impaired driver as have I in my career with the Highway Safety Division so we are quite prepared to try to address any issues, any questions that committee members may have.

Some of the information that we are going to be presenting to you this morning, you're going to be familiar with. Mainly because Wayne maybe a week, week and a half ago had asked us if we could come up with some information on short notice so that the committee could have basically an overview and a baseline from where to start.

So I apologize if some of this seems like a repeat. And also a little later on in the presentation I'm going to talk about a topic called Ignition Interlock and I had the opportunity to do a short presentation to government caucus in November regarding Ignition Interlock so again it will seem

like a repeat for some of you folks who have had to sit through that.

Again Alex Poole, Alex is working with the Department of Transportation and Public Works, Highway Safety basically as a lecturer and we do send him out and he does a great job and I don't want to say really anymore than that. I want him to come - he's going to be coming a little later on, probably 10:30ish or better and he's going to give you his experience in Safety Education in dealing with impaired driving.

One final item I want to mention before we actually get into the presentation and that is please feel free to interrupt myself or Graham at any particular point in time. If you have a question, I don't want you to necessarily wait till the end in case you lose it or something changes. So please interrupt us and ask us and it's soups to nuts.

Richard Brown (L): We're good at doing that.

John MacDonald: Great. Impaired driving, graduated licensing, motor vehicle inspection, I mean it's wide open here today, if you have questions in that regard. So with that I think we will probably get underway.

Impaired driving is still Canada's number one criminal cause of death and injury. We read that in the paper from time to time but we hear it on the news and radio what have you, but it never really hits home, but it hits home to those of us that are in the safety business, because we are always trying to come up with new strategies and new ways to see if we could reduce death and injury. By the way that was a Transport Canada quote.

Now I want put up some impaired driving convictions in this province by the year. And I'll go into that a little more detail further on in the presentation and I think it's worthy to note here in 2004, the year that just ended. We had 301 convictions for impaired driving. Now when I say impaired driving I mean driving while impaired, refusing the breathalyser, failing the ALERT, all those particular convictions. You see here if we go right to the bottom starting in 1967/68, that's when the breathalyser first came into use in the province. There was 427 convictions for impaired driving at that time. And look what happened to us in 78,79,80, it peaked up to over 1500 convictions for impaired driving.

Government, at that particular point in time, recognized that there was a serious problem and a lot more resources and focus was put on the problem of impaired driving and there has been numerous strategies in place for the last 15 to 20 years in dealing with this. And we'd like to think that it's because of these strategies and safety education programs and what not that has got us where we are today, at 301.

Moving into that a little later on in the presentation, now I'm going to ask Graham to talk a little bit about what we have in here.

Graham Miner: Generally and probably some of the first marks that stand out is what happened here, breathalyser's in use, but it's not a mobile unit per say, it definitely comes on the ALERT roadside screening device. If you are familiar with that - (Indistinct) .

Wayne Collins (PC) (Chair): Graham, I'm sorry to interrupt you. I wonder if you could come a little bit forward. You may not be -

Graham Miner: Sorry.

Wayne Collins (PC) (Chair): - getting picked up on the microphones.

Graham Miner: Okay.

Wayne Collins (PC) (Chair): That's the important thing to get-

Graham Miner: I'll speak louder, also.

Wayne Collins (PC) (Chair): Alright.

Graham Miner: Sorry. Anyway I guess what we can see is a matter of technology and changes of legislation as it impacts on what happens in dealing with impaired drivers. Starting in 67 the breathalyser comes in to play, very large device, it's not mobile at any particular time. We come ahead a number of years and the ALERT devices is starting to be used, small hand held unit, ask for a breath sample on the side of the road, blows a warn or a fail, if you fail you are taken off to the breathalyser and we see the numbers are up to 1500 or more.

Than on the legislative side ,what we are starting to see as time goes by the penalties start to

increase. Way back in the beginning if you got caught for impaired driving you may of got a fine and a possible cancellation.

As we moved ahead, we started to get mandatory sentencing and with minimum penalties. At 91, your first offence within five years was a one-year cancellation and your third offence within five years was a three-year cancellation.

In 1996, what happens now if a person is stopped for impaired driving, fails the ALERT on the side of the road, they are taken off to use the breathalyser. If they fail or they refuse the breathalyser, there's an immediate 90-day administration and administrative cancellation of the drivers license. That was implemented to start bringing the penalty side closer to home and also to try and avoid the fact that many people were delaying the court action. They were trying to put it off and put it off. Where now if I was caught for impaired last night, I'd get to operate for another seven days and then my license is going to be administratively cancelled for 90 days. My seven days gives me a chance to get my affairs in order and try to make arrangements in terms of work or whatever issues may be coming up.

Also in 96, the province implemented vehicle impounded regulations. At that time, that was the issue to deal with those repeat offenders who were being caught, didn't have drivers licenses, but were continuing to drive. The criteria at that time though was where you have your vehicle impounded for a minimum of 30 days, you must be driving while prohibited and legally impaired. If those two criteria items were met, first offence you lost your vehicle for 30 days and second offence would be 60 days.

In 2000, you can see the cancellation times have increased but also the window that they fall in. Back in 91, where you see the one, two, and three-year cancellation. That was within a five-year time frame. Your first offence now, you lose your license for one year within a ten-year window, your second offence within ten years you lose your license for three years, and your third offence within ten years is a five-year cancellation. Just remember these are all minimums, these are the minimums. If you got caught first time, you lost your license for a minimum of one year. But there are also reinstatement requirements that may come about.

In the year 2000, changes were made to the vehicle impoundment regulations which became more inclusive, more policing powers and the ability to impound vehicles so what you will find from a statistical point of view in the first year of the new vehicle impoundment regulations that came into affect roughly, full implementation July 2003, you will see in that first six months, more vehicles were impounded than in the previous five years of the old legislation.

There has been some talk that the new legislation was less restrictive and was more wide open. No, that is not the case. Numbers off the top of my head in the previous five years under the old legislation there was I believe, there were 17 vehicles impounded. Within the first six months of the new legislation there were 20 vehicles impounded. Just to give you an idea, just on the change of legislation.

Honourable Robert Ghiz (L): I got a couple of questions.

Graham Miner: Sure.

Honourable Robert Ghiz (L): I'm just wondering perhaps this is a health question or someone from the health department. Maybe in the 60's, 70's if someone was an alcoholic, it wasn't really talked about too much back then. There wasn't much discussion about it. As the 80's came along, I know AA picked up. It became more acceptable within families to admit you're an alcoholic to go get help. I've sat down with numerous alcoholics who have said you know said, one guy I think he's down perhaps in close to Andy Mooney's area and he said when he first went to his first meeting there might of been three people in the room and ten years later it was up to 30 or 40 people in the room. I'm just wondering with society and our direct linkage with basically having to drive a vehicle to be able to do anything. Do we see a correlation between as alcoholism numbers kind of decline, so does drinking and driving numbers decline as well and overtime as alcoholism I think as we get more educated becomes more acceptable to admit that you are an alcoholic than you can get out of it. That we will see these drunk numbers go down as well.

John MacDonald: I was going to say I think that's a legitimate observation. However, we don't have any numbers to substantiate correlation between

alcoholism and impaired driving. Maybe the Addiction Services folks would have that kind of information and could offer some insight there. But I think you are quite right in that observation that there probably is a correlation of some sort.

Graham Miner: Now within the motor vehicle rehab side there are those linkages that are being discussed. For example, legislation does recognize - if you go through the *Highway Traffic Act*, it makes a statement in the *Highway Traffic Act* if this is your second offence, you're deemed to be a habitual offender and you must undergo curative treatment for that particular issue.

Honourable Robert Ghiz (L): Okay.

Graham Miner: There is also the sentence too and this is where the programs come into place, kind of behind the scenes that most people won't be aware of, may jump in and take a look at that particular driver. Give you a fast example, not take a lot of your time. Supposedly we have a first offender and the breathalyser reading was .24. For me who may be a casual drinker, for me to be at .24 on a breathalyser, well the ambulance is going to be there and they are going to be pumping my stomach because I should be clinically dead. Now if this is your first offence and you blew .24 and you can operate a vehicle, we know you are not a casual or a social drinker. There are issues there, we've had a long experience in dealing with alcohol where in the program that Mr. Collins attended, that may start to get identified there and there may be followup actions that may occur farther of that.

Honourable Robert Ghiz (L): Just for the record. It is .08 is the legal.

Graham Miner: .08, that's the legal limit.

John MacDonald: However the enforcement community would tell you it's usually .1 before they actually will lay a charge.

Wayne Collins (PC) (Chair): Dr. McKenna.

Dr. David McKenna (PC): After 1996, ADP. What does ADP stand for?

John MacDonald: Administrative Driving Prohibition.

Dr. David McKenna (PC): Okay.

John MacDonald: I'm glad you raised that, David. ADP, Administrative Driving Prohibition, what also is not showing there is there's a 24-hour roadside suspension as well. That's immediate, that first 24 hours, you lose your drivers license. The 90 days is imposed as Graham had stated on that as well. So we were actually one of the first jurisdictions in Canada to impose the 24-hour roadside suspension. We've had that now for quite a few years and Administrative Driving Prohibition we were probably, what Graham, third or fourth, I think Manitoba might of been first and we were third or fourth in the country bringing that in.

Dr. David McKenna (PC): Just one final question. So since the year 2000 you haven't strengthened things anymore since 2000, right? There's no further changes in - like you improved it to one, three and five-year cancellation, but nothing has changed since that.

John MacDonald: Not in terms of cancellations. Now that's a national standard, one, three and five.

Dr. David McKenna (PC): Okay.

John MacDonald: We weren't the first in the country to hit one, three and five and again like I said, we are probably sixth or seventh or fifth or something like that. But that's the national standard, one, three and five.

Graham Miner: And maybe we should add that the change to - there are some more legislative changes.

Dr. David McKenna (PC): There has been some more.

Graham Miner: And John will probably address those. One in 2003 would be the change to the vehicle impoundment regulations. There are a few others, significant other ones that have occurred.

Dr. David McKenna (PC): But it's still decreasing.

John MacDonald: It's still decreasing.

Dr. David McKenna (PC): It's going in the right direction.

John MacDonald: It's going in the right direction. We don't think there is a silver bullet. We think it's just a lot of hard work and education on behalf of a lot of people.

Wayne Collins (PC) (Chair): Mr. Bagnall and after this question and answer I'm going to ask the presenters if they could move it along in their presentation because I do know some people are trying to get to the Federation of Agriculture meeting at noon, right?

Jim Bagnall (PC): Just one question. The ALERT - apparently you blow, it's either orange or red or something like that or green or whatever, I'm not sure what the colour. But if it's orange they don't take you in, correct?

John MacDonald: That's correct.

Jim Bagnall (PC): But do you lose your license for 24 hours?

John MacDonald: No.

Graham Miner: If it's a fail.

John MacDonald: If it's a fail. The orange is not a fail.

Graham Miner: If it's a warn which is a .05 -

Jim Bagnall (PC): Yes.

Graham Miner: If you blow a warn, .05, than you will lose your license for 24 hours. You won't be charged under the criminal code of the *Highway Traffic Act*.

Jim Bagnall (PC): No, I understand that. But you do lose your license for 24 hours? It's taken from you immediately.

Graham Miner: And I'll make one other fast point and maybe you people don't realize, if you were a newly licensed driver or under the age of 19 and you blew a warn, you would lose your license of 24 hours and that 90-day administrative driving prohibition would kick in, because you are in the graduated licensing system. So if you blew a warn on roadside, the regular driver is gone for 24 hours, the new driver will be gone for 24 hours immediately and than within seven days will lose

their license administratively for 90 days.

Wayne Collins (PC) (Chair): Mr. MacDonald.

John MacDonald: What we have here, we want to bring to you some statistics on alcohol-related fatalities. As you can see, you can kind of read it for yourself. Now there's an amendment to this as of this morning. In the 2004 statistics, that 27 should be 28 so you can note it on your report if you want to. There was a fatality on the 24th of December up west involved a vehicle going into water and than the police weren't sure whether or not that they would classify it as a highway fatality and we got word on that this morning that it's being classified as a highway fatality. So that would make it than 28.

The stats I guess really speak for themselves. You'll have to look at those and see what they really mean to you.

We also want to bring to your attention the per centage of collisions with - where alcohol was involved and we have a window here I think we are looking at several years. So in 2004 about 11 per cent of all collisions involved alcohol. Now you say, well how do you know that? Well that's from the accident's report form that is completed by the officer that visits the scene. So there may be charges, there may not be charges. But he may of detected alcohol in the part of the driver or what have you, and that's where we come up with those statistics.

Seems like it's increasing, what I don't have there for you is the actual number of collisions per year, but it's fairly consistent. Twenty two hundred, Mary, Graham wouldn't you think it's somewhere around that a year. Between 2000 and 2300 seems quite consistent. Now that's a report of motor vehicle accidents. To be a reportable motor vehicle accident, there must of been a fatality, an injury or property damage of \$1000 or more. So if it was a minor scratch parking lot that wouldn't be reported.

Honourable Robert Ghiz (L): Is it an automatic question - if there is - let's say you and I get into a fender bender, we call the police. When they show up, they'll ask us registration and all that stuff and look at it. Will they automatically ask whether or not we've been drinking and give us the breathalyser or will they just see how we react and

than make a decision?

John MacDonald: I think they're a little, they're coy about it in that regard. They may just talk to you as the driver.

Honourable Robert Ghiz (L): Yes.

John MacDonald: And try to detect from that whether or not.

Honourable Robert Ghiz (L): So you are not automatically tested if you have a -

John MacDonald: That's right. If you have a collision.

Honourable Robert Ghiz (L): And you are not asked or is it an automatic question that they asked. I've been in an accident before and it was late at night and I wasn't drinking, but I remember the RCMP officer didn't ask me if I was drinking, but my parents asked me right away if I was drinking. Luckily, it was no, but I'm just curious.

John MacDonald: I don't have a definitive answer to that, as Graham has just passed on to me. It probably depends upon the officer and depends upon when it occurred. If it occurred late at night, they may just very well ask that question. If it occurs at 1 o'clock in the afternoon, they may not be asking that question. If they don't see any other reason to indicate that there may be an issue.

Wayne Collins (PC) (Chair): If I may interject, honourable member, at our next meeting hopefully on the 8th of February, we will have representatives of various policing services at the table and that would be a good opportunity for us to ask them a little bit more about their practices roadside. Mr. MacDonald.

Richard Brown (L): John, what's the main cause of accidents on PEI? If alcohol is only 11.

John MacDonald: The main cause that's reported by the police as to why accidents occur is driver inattention. That's number one, driver inattention.

Graham Miner: And there's one number that never changes. Usually around 60 to 70 per cent of all collisions are at intersections, year after year after year.

Richard Brown (L): Okay.

John MacDonald: And the most dangerous place at the most dangerous time on Prince Edward Island is what I used to call the Hughes corner at 3 o'clock on a Friday afternoon in July.

Richard Brown (L): So stay away.

John MacDonald: Because statistics seem to -

Honourable Robert Ghiz (L): Right by Cows than.

John MacDonald: Right by Cows.

Honourable Robert Ghiz (L): Is there a huge spike in the wintertime I take it in accidents? Like for example these times of year, there's got to be tonnes of accidents going on right now.

John MacDonald: It's summer.

Honourable Robert Ghiz (L): It's summer really.

John MacDonald: Well with more vehicles in the province at that particular point in time.

Honourable Robert Ghiz (L): Yes.

John MacDonald: What we want to put up now is the consequences of an impaired driving conviction and we'll quickly run through this because I know it's in your package and Graham can allude to this.

First offence, it's a one-year cancellation. You must take a driver rehabilitation course and you must pay a \$200 reinstatement fee and have an interview with a driver improvement officer to ascertain the risk about getting your drivers license back and Wayne can tell you what the course is about.

Second offence, three-year cancellation now. As Graham had indicated earlier it's all within a ten-year window. There's a Driver Risk Assessment. In other words, you come in, you meet with one of our driver improvement officers and we have a tool that is called Driver Risk Assessment and we ask a lot of pointed questions and that survey or that set of questions can determine whether or not you may have an indication that there may be more

than just someone having one too many. There may be a alcohol problem here or there may be a drug problem here and if that is the case we may make a recommendation that the individual should go to Addiction Services.

So that's the possible Addiction Services -

Honourable Robert Ghiz (L): Just speaking on that, you mentioned there could be an alcohol or drug problem and I know we call it impaired driving. How are we doing now? You might get into this after technology-wise for testing people if they're on drugs.

John MacDonald: We do not have anything yet as yet in the province for that but I know Graham has - You may have some more information on that but it's being worked on nationally so in terms of the enforcement community, that may be a better question for the enforcement community when they present to you.

Honourable Robert Ghiz (L): For what technology is coming out.

John MacDonald: For what technology that's coming out with regards to being able to determine whether or not someone's under the influence of drugs.

Honourable Robert Ghiz (L): Because if they go and they, for example, decriminalize marijuana, you know it's, you got to have something there to protect those.

Graham Miner: Could throw out one real fast point that's interesting and that's based on generations. The youngest generation, the following generation generally is adverse to the idea of drinking and driving. It's not cool. It's not something you do and it's not something that you would tell your friends to do either but there seems not to be the same linkage to smoking dope and driving as being the same as impaired driving; and I suppose the next wave down the road will be just as you mentioned and as John had mentioned. Are there screening devices that can be used or sobriety tests that can indicate whether there's a use of narcotics?

Honourable Robert Ghiz (L): Well, if you watch any specials that they do on high school kids now, there's almost just as many smoking marijuana as

there is drinking now, so it's something where we got to be probably looking into. And I take it there's probably tests that show if you are smoking marijuana, you are impaired.

Graham Miner: There are, but they're not at roadside.

Honourable Robert Ghiz (L): No, but sorry, is there proof? Like you know, for example, they show drinking and driving and they show that great commercial where they put the beer mug in front of you and it shows how you (Indistinct) .

Graham Miner: Yeah.

Honourable Robert Ghiz (L): Does drugs have the same effect? Like do we know that? Like is there studies that show that?

Graham Miner: I'm sorry. I can't give you a definitive answer.

Wayne Collins (PC)(Chair): If I can interject just again, there recently was a story on *Canada Now* about an RCMP Officer here on Prince Edward Island who has undergone special training for drug detection roadside and I'm sure we'll get the opportunity, hopefully, on the 8th to examine that at a little more length. Mr. MacDonald.

John MacDonald: And the third offence is the five-year cancellation.

Dr. McKenna (PC): When you think about that, that's a long time not to have a driver's license - five years.

John MacDonald: Mandatory Addiction Services treatment, mandatory Addiction Services treatment; \$200 reinstatement fee and, of course, the driver interview. And of course, there's additional consequences - and I don't know if we need to really highlight them here but we decided we would - jail time, court imposed fines, public humiliation. You obtain a criminal record from impaired driving conviction; increased insurance rates, which no one wants to pay; and of course, loss of independence.

Wayne Collins (PC)(Chair): Dr. McKenna.

Dr. McKenna (PC): John, the criminal record, how

long does that stay on your record? Is that forever?

John MacDonald: Yes.

(Unidentified Speaker): You could take it off.

Dr. David McKenna (PC): You can have it taken off?

John MacDonald: Yeah.

Jim Bagnall (PC): You can have it taken off?

John MacDonald: Jim's quite right too. You can apply for a pardon on a criminal conviction but the province is not bound to remove that from your driving record. That's only in federal if it's on your federal record so we don't remove it from the driving record for obvious reasons because we want to try to have a complete picture on that driving record. So if there's any interventions in the future, we need to know if you've had previous convictions for impaired driving.

Graham Miner: I think it's important to know too, if you receive a pardon for impaired driving or a criminal offence, it doesn't mean that your record has disappeared. It means now that it's sealed but on a subsequent offence, if you receive a pardon for impaired driving, it's under the idea you're never going to offend again; but if you offend again, that record will be open to show there was a previous offence. And what a pardon does, it allows you to say, yes, I was convicted for a criminal offence but I have been pardoned. And I would add, probably Members of the Legislature from the constituents probably often hear from truck drivers, in particular, trying to get into the United States and have got impaired charges; hence, a criminal record and they can't get across the border and what they need to do to be able to get across.

Andy Mooney (PC): The wait time for a pardon is at least two years. I have a young fellow trying to go into the States to work and he's going through the process. They said it would be two to three years before he gets it.

Graham Miner: Oh, it's tough to get a pardon. And for the U.S. you have to get a pardon here and then you got to get a waiver from the Americans so first the pardon and then the waiver.

John MacDonald: Okay. Driver rehabilitation course and I'll just quickly run through some of the points here. Approximately 200 drivers per year complete this course. It's a six-hour course. The officer talks about re-instatement requirements which are required for you to get your driver's license back and the penalties associated with impaired driving. For those folks who are habitual offenders - that means they've had more than two convictions - we discuss that because there are some special things that happen there and I'll talk about that a little later.

There's Safety education films including, *What You Need to Know About Alcohol* so we also use the media and that in that course. And the resource people - and this is important - in all our courses we bring in police, Crown prosecutors, Addiction Services folks, and our own driver improvement officers. Now we offer the courses right across the province. We offer in Charlottetown and in Summerside and in Montague and we've been offering this course now since about the mid-70's and it's changed. The curriculum has changed over the years but it's still that basic message - Don't drink and drive. Here's the penalties. This is what can happen to you and so on.

We mentioned in the previous slide about an habitual offender. This is what the *Highway Traffic Act* says about an habitual offender. It says: The Registrar shall not issue a driver's license to an habitual offender who has been convicted of two or more offences against those sections - and that's impaired driving - unless the Registrar is satisfied that he or she has successfully undergone curative treatment in relation to his or her consumption of alcohol.

So that actually does give the Registrar a fair bit of power and that can be used with discretion but this is a piece of legislation that we only enacted probably, what? Five years ago, four to five years ago and we find it very beneficial because it gives us the hammer with those folks who don't recognize that there is a problem. It gives us the hammer to say, no. There'll be no driver's license until you undergo curative treatment so we then push those folks towards Addiction Services and in that regard, you know, they come back to us. We've had folks come back to us a year later or two years later and say: Listen, I wasn't prepared to deal with this until you folks refused to give me my driver's license and as a result, my life is a lot

better today because of that. My family thanks you. We've heard that different times from folks.

Wayne Collins (PC)(Chair): Just to quickly -

Wilbur MacDonald (PC): What do you do with people who refuse to do that and still drive?

John MacDonald: There's not a lot that we can do with those folks. Sometimes you can't put a square peg in a round hold.

Wilbur MacDonald (PC): True, Round one in a square hole.

John MacDonald: Or a round in a square hole and we never close the door or say no to anyone and we've had folks that met that definition. We pushed them towards Addiction Services and asked them to look be assessed there and take their program and they've tried it, couldn't cut it, come back to us months later, maybe even a year or two years later and said: I just can't do that Addiction Services thing, for whatever reason. And sometimes there maybe the clergy may get involved. The family may get involved. There may have been a lifestyle change that we were not aware of. We need to be satisfied, as the previous slide said. The Register needs to be satisfied that the individual has undergone curative treatment so that can take a number of different forms, curative treatment. It's not all what you can obtain through Addiction Services. I mean people do stop drinking on their own. They can put a lot of good time in, a year or two years sobriety and recommendations from people in the community. There's a lot of ways for us to look at this and we try to do that as best we can. But of course, our first reaction is Addiction Services and we usually offer that at first.

Strategies that we have in place today as a province in dealing with impaired driving - zero tolerance from newly licensed drivers and those under 19. Graham spoke to that.

Focus on impaired driving and NDC. NDC is our novice driver course. We have about 2,000 or thereabouts new drivers every year. Half of those drivers take driver education through the private training schools. The other half do it on their own with family and friends teaching them how to drive but we also require them to attend and complete a Novice Driver Course before they can be licensed.

That course is about six hours, Mary, six hours. It's held right across the province. We have private instructors, usually ex-teachers. We control the curriculum. We decide what's in the curriculum. We get approval on that and they teach that course and, of course, impaired driving is very much -

Honourable Robert Ghiz (L): They all have to take that course.

John MacDonald: All those that do not take it through Driver Education.

Honourable Robert Ghiz (L): And do they have to pay for that course?

John MacDonald: That's correct. They pay for the Novice Driver Course. That's a \$50 fee.

Honourable Robert Ghiz (L): What about - Have they ever looked at it? You know, you see in the movies all the time but it's high schools that they go and they take their driving course at school. It's a course that some of them they have to do. Has that ever been looked at?

John MacDonald: Mhm. Actually, in the 70's, that's how I got my driver's license was through the education process that was in the high schools and a lot of us, I guess maybe in this room did and then the focus was away, moved away from that and the private schools came along in the 80's. Actually, a lot of the schools that we have today, the teachers are high school teachers that were teaching it in the high school and have subsequently started a little business.

Honourable Robert Ghiz (L): Like I know I took the private driver's course because you could I think get your license earlier than you could if you did it another way. . .

John MacDonald: And you still can.

Honourable Robert Ghiz (L): . . . or you could get your beginner's earlier and your insurance would be lower so that's the only reason why I took it.

John MacDonald: That's still the incentive there.

Honourable Robert Ghiz (L): Okay.

John MacDonald: We have the 24-hour roadside suspension, the additional six month cancellation for driving while disqualified. If you've lost your license for impaired driving and then you don't stop driving and if they stop you, then you're going to get an additional six months tacked on to the end of that. We impound your vehicle, 30 days for a first offence and 60 days, Graham, for second or subsequent offence? We conduct a driving risk assessment on drivers who are convicted for impaired driving. We push folks towards Addiction Services and ask them to look at their programs. We offer a Driver Rehabilitation Course and, of course, one of the other strategies are, is that we increase police powers under section 253 of the *Highway Traffic Act* to stop drivers. That's something that we didn't have in place. That's something that MADD was beating us up over in their report for a couple of years and we intended to do it and it just took us that long, I guess, to get that change in place and now police out there today can take advantage of that.

Oh, sorry, funding of the SADD co-ordinator and that's Students Against Drunk Driving. We, in Transportation and Public Works, have funded the SADD co-ordinator in this province for a number of years. It used to be a joint effort at one point in time with other departments - justice, and there used to be some federal money that was available for that kind of program; however, it seems to be the last few years it's fallen to Transportation and Public Works and we've been supporting that role with SADD co-ordinator.

Honourable Robert Ghiz (L): And if what you say was correct, you might want to think about changing that to SAID - Students Against Impaired Driving.

John MacDonald: Yes.

Honourable Robert Ghiz (L): Eventually, hopefully if they're looking at that if you have influence over that. It's something that you can bring up, I guess, with SADD or -

Graham Miner: There is a constant debate going on in that community and one is students against drinking and driving, period. And the message within that community should be not to talk about what the legal limit is; just to say, if you drink, don't drive. If you drive, don't drink and just separate the two activities rather than saying: Well, I think

I'm below .08 so it's okay to drink and drive.

Wayne Collins (PC)(Chair): Alright. Dr. McKenna, question.

Dr. McKenna (PC): The question I have - Thank you Mr. Chairman - is back to the vehicle impoundment. It's 30 days. What happens if there's another family member that has to have that car to drive? You must make special arrangements.

John MacDonald: Yes, yeah. There is a hardship provision in the vehicle impoundment. The family member comes in front of the Registrar and the Registrar has the authority to change that so that's been allowed for in the legislation.

Dr. McKenna (PC): That's right away.

John MacDonald: That can be, yeah, that is right away as soon as they get in contact with the Registrar. And actually, for the impoundments that have been done Graham, I don't think there's been that many, have we?

Graham Miner: Appeals?

John MacDonald: Yeah.

Graham Miner: Two appeals.

John MacDonald: And one of the strategies that we have for classroom (Indistinct) meaning the police is the informative Alex Poole for lecturing and I'm - Welcome to Alex. Alex has joined us and we're going to just leave him on his own. He's going to talk to you folks after we're through talking and he'll give you his experience.

Graduated driver licensing.

Richard Brown (L): Yeah. He has to have a lot of political guts for this.

John MacDonald: I do have some, a handout associated with graduated driver licensing that I asked Graham to circulate. Does PEI have graduated driver licensing? Of course, we do. Did PEI call it graduated driver licensing? No. When we started with the approach of a graduated driver licensing program, it was early in the 80's and that's when we first amended the demerit point

system regulations to say that young drivers should not be allowed to accumulate as many demerit points as someone who's been driving for a number of years so we made some changes then. And then that was the start of a graduated licensing program in this province and over the years, we've added other components to the graduated licensing program. What you have in your hand there is basically a comparison of graduated licensing programs across Canada.

I'll quickly run down through this. What do we have? What does PEI have? We have - you must hold an instruction permit for a minimum of 180 days before road tests. Three years ago, the law said you could get an instruction permit. Two weeks is all you had to wait before you could present for a driving test. Can't do that today. You must wait 180 days and, hopefully, during that 180 days, you can get some experience driving on wet roads, driving on snow covered roads, driving on icy roads, and you will be much better prepared as a driver when you come for your test.

We impose passenger restrictions. It's not free-for-all. A 16-year old who just received a driver's license cannot get in a vehicle and have eight friends or six friends or whatever the case may be and go out. No, the law doesn't allow them to do that. The law says you can have no more than three in your first year.

Richard Brown (L): Where do we compare with other provinces?

John MacDonald: Graham, I'll ask you to deal with that, please.

Graham Miner: I'll give you my personal point of where we compare to other jurisdictions in terms of the program and how it's implemented. I believe in terms on the penalty side and the probation side, we are probably one of the toughest jurisdictions in Canada or North America, specifically coming in under the reduced demerit point. Within our regulatory side within our regulations, we have very significant programs.

I'll give you a fast example. I just received my driver's license and I get caught this evening for speeding 30 km, I lose my license for 30 days. After the 30 days is up, I have to come for an interview to see if the license will be re-instated and I have to pay \$100 re-instatement fee and I'm

put on probation for a minimum of one year, which means if I pick up any tickets within that one-year period carrying one demerit point, any tickets, I'm suspended again and for a lengthier period, back in for another interview to see if I'll be re-instated or there may be other type of remedial programs put in place, another \$100 re-instatement fee and then put on probation again for a minimum of one year. You would find it you did a comparison with Ontario, as an example, it would take more fines to take you out of the system than it would in terms of PEI.

What PEI misses in terms of graduated licensing is actually four things. The number one one is we don't call it graduated licensing. We call it the newly licensed driver so a lot of groups or jurisdictions will say PEI doesn't have a graduated program. Yes, we do. We were one of the first but we call it the newly licensed driver. The three other items that we don't have - and there's reasons for those - we don't have road weight restrictions, for example, that Ontario or Quebec has and the simple reason for that is we don't have any divided highways so we don't restrict newly licensed drivers to certain roadways. So you may say: Oh, PEI doesn't have certain things other jurisdictions do have. Well, we don't have divided highways. The next thing that always flows out of that is PEI does not have an exit test for the graduated driver. Well, we don't have an exit test because we don't have a divided highway to take you out and test you on the divided highway so we don't have the exit test.

And then the other item would be the curfews from midnight to six o'clock in the morning but if you look at the statistical information - I actually have it with me if you'd like to see it - is if you look at the collision rate of young folks based on time of day and when collisions occur, it is not from midnight to six o'clock in the morning. And actually if you think about it, when do you think young folks have most of their collisions? There's usually three times: just before school, at dinnertime, and just after school. So probably about 80 to 90 per cent of the collisions that new drivers have, happen generally in around dinnertime to seven o'clock in the evening, not from midnight to six in the morning. The numbers in those areas are quite insignificant.

John MacDonald: Another quick example of that just came to us recently - I don't know the route

that Bluefield High School was on. Maybe someone here knows it but there seemed to be a nominally, we had this section of road and we didn't recognize where it was and the accident rate on that particular road seemed to be higher than any place else in rural PEI; and it took us a few hours to figure out just what was going on and someone said: Oh, that's the road to get to Bluefield. So obviously, that's where there's a lot of traffic there, young drivers, new drivers; hence, accidents occur.

Richard Brown (L): Rushing to Bobby Clow's. Perhaps got to put a time restriction on Bobby Clow.

John MacDonald: I just want to back up and quickly finish it off. I thought Graham (Indistinct).

Passenger restrictions - we spoke about, zero alcohol tolerance - we spoke about, co-pilot brochure - that's in the package that we had provided to Wayne, it's just basically a contract between the young driver and their parents or guardian to say that I'm willing to try to drive as safely as I can and you please give me every opportunity while I have my instruction permit to get behind the wheel and we'll do it together. Reduce the demerit point intervention - Graham spoke about that. Probationary license two years - we've had that for 20 years. Mandatory driver education program or novice driver course - so you require these or take Driver Ed or that novice driver program so the government has some intervention there in trying to get out good information for us.

Graham spoke about the items that we don't have and just one item I wanted to mention on that and that was the curfews and you folks may know this and some of you may have participated in it. In 1998 and '9 there was public consultations with regards to curfews, graduated driver, graduated driver licensing and the discussion was held around curfews and it was decided at that time that it wasn't really feasible for PEI.

Graham Miner: I'll just interject.

Dr. McKenna (PC): It might be there too, that less kids that age on the highway at that time of day too, like certainly after school there would be a lot more children driving or young drivers driving a car; but at midnight, you wouldn't have as many

out there.

John MacDonald: Well, I think government, in its wisdom, recognizes as well that there's a parental responsibility here.

Andy Mooney (PC): Yes, I was on the committee at that time, and basically, what, that was the very point that parents have to have some responsibility and the other point was is that a lot of kids that work at fast food restaurants, especially in rural areas, a lot of them just want to get home.

John MacDonald: Or if I'm living in Souris or St. Peters and I want to go to the movie, the nine o'clock movie at the cinemas and have a bite to eat with friends of mine and get back to Souris, how can I do that before midnight? It's almost impossible. You're encouraging me to break the speed limit and so on and take risk.

Graham Miner: You know, a curfew works great in the city of Toronto with the transit systems and subway and taxis but for PEI in a rural area - Just for example, you have a young fellow who gets up in the morning to go fishing. Well, if he's a newly licensed driver and he's got to get to the wharf by 4:30, 5 o'clock; but on the other side of that, all the jurisdictions that do have those curfews, of course, all have exemptions for every reason you can think of to allow you to be out between that 12 and 6 o'clock for work reasons, religious reasons.

John MacDonald: Okay. We're going to move right along here. New strategies or what are we, as a province, doing today or looking at in the future for impaired driving?

Ignition interlock - I'm going to touch on that. Alex Poole, we're calling you a new strategy, Alex. And we have in our legislative proposal file, we're looking at proposing or we're going to ask government to amend the *Highway Traffic Act* to support the digital roadside screening device. The device that's used by the law enforcement community out there today that's been alluded to was the ALERT. Well, that roadside screening device is calibrated. It's calibrated at a certain level. It's calibrated to .05; so when we say zero tolerance for alcohol, it's really up to .05 so the officer really can't detect. He may be check that you've had a drink so it's not really zero tolerance but you can't really measure it until it's .05. There are new digital roadside devices that are available

and I think, Graham, there may be one or two in the province; one RCMP Charlottetown, maybe Summerside.

Graham Miner: Up west.

John MacDonald: Or up west have one so we want to amend. We're going to ask government maybe this spring to amend legislation to allow for this kind of device to be used. That way we can truly then - It will be either/or. The ALERT that's still out there will be okay but those that have, those, the important communities that has the (Indistinct) alcohol device will be able to use that. We'll get a better measure of zero tolerance for alcohol.

Jim Bagnall (PC): Just before you go, that new device, if that shows up .1, 0.1, I lose my license for 24 hours.

Graham Miner: Only if you were a newly licensed driver, not a regular driver. If you were under the age of 19 where there's zero tolerance and if it shows .02 or .01, then you could lose your license.

John MacDonald: It's still .08 legally.

Jim Bagnall (PC): Yes, I know but (Indistinct)

John MacDonald: (Indistinct) .05 -

Jim Bagnall (PC): But ALERT for 24 hours. If under this new device, my understanding is that if you have any alcohol on your breath -

John MacDonald: It will register.

Jim Bagnall (PC): - it will register and if you register, you lose your license for 24 hours.

John MacDonald: I don't think that was our intent. I think we'd have to look at that, look at the legislation as it's written today.

Jim Bagnall (PC): Well, I think it's written that way.

John MacDonald: Well, it may have to be amended too when we bring this in. You have to remember that the legislation that's there now was developed for the actual ALERT device. It talks about the calibration being set at .05.

Graham Miner: Mr. Bagnall, he's quite correct in what he says. It doesn't say to .05; it says a fail of the ALERT.

John MacDonald: Exactly.

Jim Bagnall (PC): And if you're drinking under this new device, it's going to come up ALERT 'cause it tests -

Graham Miner: Well, it would be -

Jim Bagnall (PC): - 'cause it tests better.

Graham Miner: Yeah. It would probably - I'll make a guess and, of course, you people will be the ones to decide; but if you had this device on roadside well, you could truly say to the under 19 person is: If you have any reading at all, we'll administratively suspend your license so you have true zero tolerance. But you may continue to say there is no 24-hour suspension of a regular driver until they hit .05 or more and that's where the ALERT is calibrated at .05.

John MacDonald: We can massage that. I mean it would be up to government what they want to do. If they want to have the zero tolerance for regular driving, then so be it; but if they want to leave it the way it is at .05, then of course, it can be set draft .

Ignition Interlock - This is a strategy that's new, be new to us. It's been around a little bit in North America and I just want to take a few minutes and run through this. Keeping Island Roads Safe from habitual impaired drivers - I think that's what it says here. What is Ignition Interlock? Ignition Interlock device is an in-car alcohol breath screening device that prevents a vehicle from starting if it detects blood alcohol concentration or BAC over a preset limit. The device is located inside the vehicle near the driver's seat and is connected to the engine's ignition system and we have a graphic I think. You can kind of get an idea of what we're looking at here.

This is the device that the driver is required to blow into so before the vehicle will start, you have to blow in and it registers, determines how much alcohol, if any, is on your breath. It's calibrated device and then if you can pass, it allows the vehicle to start. And what it does, it prompts you and says: I need another sample. So you have to provide, of

course, the sample and it's through that that this works.

Andy Mooney (PC): If you have a sober passenger, you should let the sober passenger drive.

Richard Brown (L): That's a good one, John. That's a good one.

Honourable Robert Ghiz (L): It's designed to the individual.

John MacDonald: That's correct.

Honourable Robert Ghiz (L): The passenger can't blow into it.

John MacDonald: Actually, you could. The passenger could do that. There's not, the machine doesn't know that it's the driver that's actually doing that.

Honourable Robert Ghiz (L): Oh, really.

John MacDonald: Yeah. But if you get caught at that, there's a computer here that registers everything and if I can just go a little bit further, some of this will become clear.

Honourable Robert Ghiz (L): Okay.

John MacDonald: Now who presently or what jurisdiction has an Ignition Interlock program? The present seven Canadian jurisdictions already have this program rolled out. Quebec '97, Saskatchewan 2002, Ontario, Alberta, Newfoundland and, most recently, the Yukon and Manitoba. So it's new to us but the technology's been around. I think there's probably 42 or 43 U.S. States that currently use the Ignition Interlock technology.

Some of these slides are from another presentation (Indistinct). Like Nova Scotia, British Columbia - they've shown interest. They're moving in that direction. I mentioned to you about the States. What allows this to happen, I guess, is what's coming up next.

The *Criminal Code of Canada* was amended in 1999 to allow a reduction in the mandatory period of driving prohibition for a first driving while impaired offence from one year to three months

provided the offender participates in an alcohol Interlock program for the remainder of the one-year period. This legislation was subsequently amended to allow repeat offenders the opportunity to reduce the mandatory driving prohibition by participating in an Interlock program. What that basically says - You have two components here. If you get caught for impaired driving, you go to court, the judge imposes a prohibition against your driver's license and that prohibition usually follows along the same lines as the provincial cancellation of the driver's license under the *Highway Traffic Act*. There's two things that work here and they kind of go together. There's the prohibition federally and then there's the provincial *Highway Traffic Act* suspension of the driver's license. So the first offence - one year, second offence - three years, third offence within a 10-year window, it's five years.

What the, the beauty of the Ignition Interlock program, if a jurisdiction has the Ignition Interlock program, a judge can then say: You're not required to have to wait the one year or the two year or the three year or the five years, excuse me, prohibition. You can have your license returned providing the jurisdiction has an Ignition Interlock program. You only have to wait out the 90 days so if you've made a mistake, you had one too many, you tried to get home or go somewhere and get picked up, you're facing a one-year prohibition of your driver's license or cancellation. This kind of a program could be for you. You only have to serve the 90 days. You can get into this kind of a program, have your license returned, and go on with your life.

For habitual offenders, this also gives them that opportunity to get off that treadmill or to look at that long-term cancellation and how do I have to wait out another three years or four years? How am I going to feed my family? How am I going to get to work? This here is an opportunity to be able to do that.

Now what we are looking at here is a per cent of repeat impaired driving offenders. I have that I think it's in your package. You may want to follow along. I'm not going to talk a lot about that, but there are some significant to these stats. In the year 2004 and you look at 1989 and you look at the repeat offenders. Who are these repeat offenders, and not where do they come from, but in 2004 as Graham said to me this morning, he

said look 65.8 per cent of the convictions were impaired driving in this province in 2004 for first time offenders.

On one hand that's a good thing. If there can be something good about anything in that regard because it says in the second and third were having some impact. Through the education programs, through government intervention, through Addiction Services, through AA, through all these kinds of programs we believe it's having an impact and is bringing the numbers down. Now this surprised us because we were only able to pull these stats together in the last few days. Because what I told government Caucus back in November, I had none. I think I have 89 stats and I have 96 stats and they were identical. And I think some of them were looking at me and thinking well you know that's coincidental isn't it. However when we did a more detailed analysis late last week and early this week these are the results. We are not going to rest on any kind of laurels here. But we seem to think that we are definitely heading in the proper direction and I think Graham wants to offer a comment or two on those stats.

Graham Miner: As John indicated they're significant - I think they're significant from the point of view if you look at these stats and looking the right way and actually there's two places you are trying to go with these stats. One hundred per cent here and if we could ever hit 100 per cent and then follow by zero over there. And it's significant when you look at it that finally we're seeing the dip that if the police stop 100 people on the side of the road and they are charged with impaired, those 66 per cent are first time offenders. That's important if you look back before. There were 45 roughly out of that 100 were first time.

That tells you that if you look at the year the changes to legislation, the increase in penalties, the vehicle impoundments and some of the rehab type programs, you have to believe that the message is getting through because this is the group that you are starting to hit to see the number decline. It would be a great concern if this number was 10 per cent and over here second, third, fourth, offence where you have 90 per cent of your population so if there is a little bit of good news it looks like the numbers are going in the proper direction. So if we could hit 100 per cent here and then hit zero there and dropping that to zero if some day down the road.

John MacDonald: Thanks Graham. We get through here folks. Mary will take us through cost and again I want to go back to ignition and this is the ignition interlock. Virtually all interlock programs operate on a user pay basis. The initial set up fee, it range from \$125 in Ontario, and \$300 in Newfoundland and I spoke with one of the Canadian companies that offers this program, alcohol counter measure system actually Minister Shea and myself and Graham had met with the individual mid summer and he indicated that PEI probably would be in the range of \$125. I saw this technology about 10 years ago and I spoke to the chap at that time and asked him about PEI and he said the market was just too small here. He wouldn't come, but if the Atlantic provinces or Maritime provinces could get together on something like this, than he'd be interested.

Funny, several years later, he completely changed his tune, he was willing to come and speak to the minister and said, not a problem. They'd come to Prince Edward Island if government decided this was the program that made sense.

There's an Internet fee, there's a monthly service fee to connect, and again in some jurisdiction the judges even reduced and even waived fines for offenders if they agreed to participate in the program and there was a sliding scale at least based on one's ability to pay.

When we pitched this to government in the fall it was all in the user pay and government was interested - is this going to cost government money to implement something like this and they said beyond actually the work that needs to be done around legislation in this regard. We basically have an infrastructure in place. It could be run through the registrar's of motor vehicles office for the most part because we put drivers on probation now on a regular basis. We have drivers on restricted drivers license today and we've had that for years. So this is like add-on, this isn't a new capital cost. It is like an add-on to what's there now and the service provider actually goes out and contracts with Standard Auto Glass and those folks and they have these technicians around and if you come into this kind of a program, you are required to visit that technician once every 30 days and what they do is they download the information out of that computer if it's in the car. Then they know whether or not you've been trying to circumvent and so on and so forth.

In fact with this, if you blew into it and it detects alcohol, let's say you are driving down the road, you were sober when you started it, took a drink after you got on the road and then blew into the machine, what it does it gives you a, I think it's a minute or a two-minute warning that can be calibrated and it eventually shuts the vehicle down. So you know you have to pull to the side of the road. It activates the horn, keeps it constant and flashes the headlights. This is all tied into the system, it's into the wiring of the vehicle. So you can embarrass yourself completely.

Unidentified Member: (Indistinct) .

John MacDonald: Well but I must say . . . there is an override provision for other family members as well. That's all built into this kind of program and yes, it is sensitive to mouthwash, anything with alcohol in it but it does have a low tolerance.

Graham Miner: I could mention to this too. Families are involved with this and they usually buy into this quite quickly in that yes, because it's the family vehicle. Now everybody is going to learn and I know John didn't mention how to hum and blow to make this work. Sometimes mom is happy that now that the husband or whoever it is can drive, but they don't feel that bad when the teenager takes the car out too in the evening that they're going to be using this too and just remember when you get the vehicle started, probably 20 minutes later it's going to ask you for another breath sample, than later on another one. So just because you get it started as John indicated, it's going to keep asking for samples.

Wayne Collins (PC) (Chair): Wilbur MacDonald.

Wilbur MacDonald (PC): Police may have a little more about this. They may have it before the legislature. Is it guaranteed then that only the driver who caused the problem in the first place and he's the one that has to get this machine. I understand that the family can be involved too. But what guarantee do we have that it is the driver who was suspended is going to be the one whose going to blow and then pretend he's driving?

John MacDonald: The way that works, Wilbur, is the drivers licence is restricted.

Wilbur MacDonald (PC): Yes.

John MacDonald: And it has a flag on the actual drivers licence, saying he must have an ignition interlock device on your vehicle, in order for you to be driving. So if you are out there driving and an officer stops you and you're enrolled in this program, and you are suppose to be on it, than you'd better be driving an ignition interlock vehicle or you're going to be charged and what happens than is that if you are caught driving another vehicle that doesn't have the interlock on it, you lose the privilege, right? Than we reinstate the cancellation of the driver's license. You have lost your opportunity.

Wilbur MacDonald (PC): Okay. Is there any restrictions to the driver driving with other people who are not family members while he has this - there's none.

John MacDonald: None.

Wilbur MacDonald (PC): Has any other province put some restrictions - like you have to be family member.

John MacDonald: No not that I'm aware of.

Wilbur MacDonald (PC): Not that you are aware of.

John MacDonald: If you go to work you can have in your employer's vehicle if you drive for a living and the employer agrees to put in the vehicle or truck that you drive or what have you, not a problem. The ignition interlock can go in any vehicle I'm told other than I don't think they have successfully put in (Indistinct) .

Wilbur MacDonald (PC): And what about - is there any sign on the vehicle that there is a interlock device?

John MacDonald: No.

Wilbur MacDonald (PC): Would that be any reason to do that? Like so that RCMP would know just by -

Richard Brown (L): No. You may as well put right on it, a drunk driver on board.

John MacDonald: You know you are singling out folks in the community. For a mistake that they

may of made by having some kind of visual reminder. I'm not so sure if this society wants to do that.

Jim Bagnall (PC): You don't have to be convicted to have this program, right. You can do it as a safe guard for your own -

John MacDonald: What we are proposing in the department is that, that would be for someone who has been convicted of impaired driving.

Jim Bagnall (PC): But if I as an individual had three teenage drivers and I wanted that program put in my car, could I -

John MacDonald: I'm sure the service provider would accommodate you if you wanted to pay those fees and have that in, yes. In terms of monitoring it I don't think the department would be prepared. I haven't really thought that through to any great extent but we could be - would we be overrun with request from parents wanting to put it in their vehicle for their children kind of an idea. Than would the registrars office require more resources to manage this thing. Because there has been no wrong doing here. I don't know it's something we'd have to consider.

Jim Bagnall (PC): Sometimes preventative is better than the after the fact.

John MacDonald: I agree. Graham.

Graham Miner: I think just one point to make on this and we haven't gotten into this but one of the reasons for this too. And here's the importance of the interlock is it's the reason to do this for a number of drivers is to try to separate the activity of drinking from driving and this forces them especially when you are dealing with those habitual folks. If you can start making those life style changes, impact those from repeat people; if you can create the situation that this device is separating that activity of drinking away from the vehicle and try and deal with that kind of psychological part.

Wayne Collins (PC) (Chair): I'm going to as the committee's indulgence to allow Mr. MacDonald to complete his presentation. We're almost to the end and than we will have final questions.

John MacDonald: think we have three (Indistinct)

. Again finally on costs. A few of the insurance companies recognize the value of the Ignition Interlock Program and we're told that there are reduced fees in that regard. Now that's kind of generally across the board. We haven't specifically spoken with companies here on Prince Edward Island.

Now what will PEI requirements be to implement an interlock program? Of course we have to relate to the Attorney General's office. There will be some educational work that would need to be done with the Attorney General's folk, the Crown Prosecutor's, judges, so on and so forth.

Amendments to the *Highway Traffic Act*. There'd be some regulations that would be required here. Of course, I think that pretty much that would look after that.

Finally, I think it's final. Other provincial experiences -just very quickly - Newfoundland August 2003, they implemented that they had 22 participants. That's where the costs are and than there are some other comments. You can look at that at your leisure and determine whether or not that's of value.

Before I completely finish. I have a couple of other points I want to make. One is the number of driver licenses in PEI, that may be a number that you are interested in. The latest I guess 113,135.

Richard Brown (L): One hundred thirteen thousand licenses.

John MacDonald: Yes.

Richard Brown (L): How many people do we got? One hundred and thirty four?

John MacDonald: I'm not sure if it's 138 or 140. We have that broken down by class as commercial drivers you know that sort of thing and this is a very interesting piece of work here. This is fresh from our report with some of the work that we've done. It's repeat impaired driving offenders and we have years 2004 and 2003, we go back to 2001 and we've broken it down by age and county within the province.

The thing that you have to bear in mind here. Folks move within PEI so you may of started out in Kings County and ended up in Prince County. We done

a report a couple of days ago so you had -

Richard Brown (L): No, you started out in Prince and ended up in Kings.

John MacDonald: In 2001 or 2002, it may have shown in one county but today it's coming off that your address in our system is you've moved since then so you have to take that with a grain of salt, but I think the age is what's important there. That's the constant and that's what you should be looking at.

And I want to just take another second on SADD. I spoke to you about SADD, Students Against Drunk Driving and the fact that that's been a piece of our core business now for several years and I have some information that I want to share with you. But first of all, I want to say that one of the SADD teachers, if you will, and students are interested in presenting to the committee and I advised the chair of that and over the next couple of days I'm sure we'll get in contact with them and they will contact the appropriate folks and they'll be presenting to you.

But from Transportation and Public Works prospective I just wanted to share a few notes and that is SADD's goal, its vision, its challenges and the events and activities that have gone on with SADD in the past year and you know it's something that you don't spend a lot of time thinking about. Maybe you do when you talk to your children at home, if they are involved in high school, but there are 11 chapters with approximately 200 students and 15 teacher advisors and this is a really - it's a great organization for safety education. I mean we've talked about the stats there for first time offenders for impaired driving, it's at 65 per cent. Now important organizations like SADD that has to get that message out, right? And hopefully we can reduce those kinds of numbers. So I'll not speak on that any longer. I'll leave that with you and the Chairman asked me to bring along this document it's called *Smashed*. It is produced by Transport Canada and again it's information for you as you do your deliberations and listen to those who present.

With that, that's all I think I have to say. Graham, have you got any comments that you want to make?

Wayne Collins (PC) (Chair): Gentlemen I want to thank you both very much. Yes, I'm just going to get to questions in a moment, for what I think was a very thorough presentation here today and I'm really very impressed that you were able to knit together so many statistics so up to date on such short notice, Mr. MacDonald and Mr. Miner. I congratulate you both on a very fine presentation here today. I'm taking a list of questioners. We'll begin with Mr. Ghiz and then Mr. MacDonald.

Honourable Robert Ghiz (L): Thank you very much Mr. Chair. On the interlock device will we be - when do you think we'll be ready as a province if this committee happens to recommend it to come about with that project?

Ms. MacDonald: The earliest date that I think we could implement this - well the earliest would be the fall of 2005.

Honourable Robert Ghiz (L): Okay.

John MacDonald: Spring 2006 is probably more realistic. Because there is legislation, there's regulations and I understand from the Legislative Counsel's office that -

Honourable Robert Ghiz (L): They are working on it.

John MacDonald: They're -

Honourable Robert Ghiz (L): They're anticipating us probably making the recommendation.

John MacDonald: Well I shouldn't say that. But there is other work that - it is all a question of priorities, I guess. And everything is important and trying to bring everything along at the same time. So I think it's more realistically a year from now.

Honourable Robert Ghiz (L): Okay.

Wayne Collins (PC) (Chair): Mr. MacDonald.

Wilbur MacDonald (PC): Well my question is on the interlocking device too. I asked you before, some people just don't want to go to addiction centre. Why couldn't that be used in a case of a person who refuses to go to the addiction centre or can't go for whatever reason. I don't know what it is but. Why couldn't we use something like that on

those people? But them into the car and after a period of time they would get their license back because over the years I don't get it as much as I used to, but I had a guy that use to call me every month or two and he'd say, when are you getting my license - I would say to him when you have five years of perfect free driving with no alcohol. Well he'd just laugh but he still drove all his life. Poor fellow died but he never stopped driving. He used to go to Montague to the liquor store every day. I don't know what he'd buy but on the way home he'd stop and have a drink, but you have those people, but I've had other people who really want to get their license back, but just can't seem to go to the addiction so this seems to me to be a perfect way out for those people. So in the legislation could that be looked at? We should look at that anyway as another way, but not the primary way. I think the instructions would be better?

John MacDonald: That's what this program is about. The Ignition Interlock Program and that would certainly - we'd not preclude that sort of individual from participating in this program, if government decided to go with this program. That's what it is for, is the individual who has a problem and as long as he has that device in the vehicle that he is operating and he's abiding by the rules, he's not drinking and driving and that's really what we are looking for. Separate drinking and driving.

Wilbur MacDonald (PC): Could family - still not 100 per cent proof that the person driving is going to be blowing into it. Could there be some condition there where the family has to make an agreement that they will not blow into the thing or whatever when the husband is driving. I think it's a great idea for family involvement here.

Richard Brown (L): I think if you are going that far, the device doesn't matter. Get the wife blowing into it.

Jim Bagnall (PC): I think if you go that far, (Indistinct) you're going to. . .

Richard Brown (L): Yeah, you're not going to go.

Wayne Collins (PC) (Chair): If there are no further questions. I do want to on behalf of all committee members, thank you both very much Mr. MacDonald and Mr. Miner for a very fine

presentation here today.

You've really accomplished what you set out to do here and that is really to lay a very fine factual and formative foundation for the work of this committee and I want you to know we do appreciate your efforts on being here today. Thank you very much.

John MacDonald: Thank you Mr. Chair and committee members. I want to also thank Mary. Mary, of course works with us at Highway Safety, but she's the lady who is running this for us and keeps us in line, puts all this stuff together and makes it easy for us to do what we do.

Wayne Collins (PC) (Chair): And we are very grateful for having her wonderful abilities for our committee.

Richard Brown (L): That's why we hired her, John.

Wayne Collins (PC) (Chair): - (Indistinct) .

Richard Brown (L): (Indistinct) under your budget of course.

John MacDonald: I recognized that and I mentioned to Alex before that Alex was going to come behind us and he's going to give you his experience and--but before I leave you I want to share this with you. Please remember my message about the dangers involved with impaired driving. Be responsible and have a safe graduation. What I want to point out is that Alex has been doing the speaking tour and going around to all high schools now for a year, having that discussion with these in an assembly atmosphere, prior to graduation. And we have this picture done up and we asked the schools to post this close to where they are having their graduation. The prom, so that when they are walking down stairs or going in and out and what not, Alex is there as a reminder, look what happened to me. Don't let it happen to you.

Wayne Collins (PC) (Chair): Thank you again, gentlemen. And at this time I would like to call Alex Poole forward to the table.

We have a tremendous amount of information, statistical data forward. Our file folders are starting to bulge now, with all kinds of information about impaired driving in this province. But one thing we

really don't have yet is a real personal experience and I had the privilege the other day of sitting in at driving rehab program and one of the speakers was our next guest here to the public hearing, Mr. Alex Poole. I won't say much more about his own personal experience here, but I know that many of us will be interested to finding out more about what he's learning when he speaks to classes of young people across PEI.

Mr. Poole welcome to our committee on Social Development, sir. Pleasure to have you here. The floor is yours.

Alex Poole: Thank you very much. Good morning ladies and gentlemen, ministers, the opposition *et cetera*. This isn't my normal cup of tea.

I've been in a wheelchair coming May 5th, 29 years and it was from a mass of impairment and I've done basically, sadly every drug under the sun, everything that you could imagine and have been behind the wheel of a car, but the particular drug of choice when I was injured was alcohol and I'd been drinking for 12 ½ hours that day. I left for home, a three-mile drive that I tell the young people when I'm speaking to them, I drove three miles home and it took me seven months to get home. The last mile was the seven-month trip.

When I came over Bell's Hill I was doing 210 kilometers an hour. The car literally took flight and I lost control, hit the far side of the ditch. I was catapulted out and what I try to do when I'm telling my - talk to the young people now was I - kind of abbreviate it and put it more under an umbrella and the umbrella is the invincibility complex. Like I've been speaking for 16 years now. The last year I've been getting paid, 15 years I've volunteered just because I really believe in this.

I believe our young people are our future. And, but the thing is, I believe everybody young suffers from invincibility complex to some degree or other. I know I did. If somebody tried to sell me insurance I'd literally laugh and say what would I need insurance for? I'm 20 years old, and if I could get that man to backdate that policy but--I'd go to the schools and what I do is I basically I'm a picture and this - since that other photo was taken, I've lost my leg. Because I cracked a bone and I begged the doctor not to put a cast on, he did anyway and I lost it due to pressure sores. But what I'm telling the young people is from my navel

down I'm paralyzed. And I explain everything what that means. According to the - if we are getting up around at Grade 12 graduation they are learning about sex education and I tell them when you lose everything, everything below your bellybutton at 20 years old, it's not the greatest feeling in your life and it's - another point I make very strongly is I used to always say, get away from me, it's my life, I'll do what I want, I'm not affecting anyone but me.

Fortunately and I thank the Lord that I never hurt anyone else but myself in the accident, physically. But I affected my family, I affected my friends, I affected nearly everyone I knew to a great extent. My friends would come and peek in the door and they were terrified, they didn't know how to handle me. But anyway when I go to the schools now, I explain to the young people the accident the umbrella of invincibility and than the impairing factors substances, alcohol, street drugs, prescription medications, even to the point if you are taking a couple of Tylenol and a coke.

Some people don't realize like there are some different religions and groups who will never touch alcohol but - and they may be so pure that even two Tylenol and a coke would impair them to some degree. And what you've got to realize is that when you get behind a wheel of a car is that if you don't feel 100 per cent in control you shouldn't be there and another thing I've advocated under this is the speed issue. I was doing 130 mph in the old days and another thing is the lack of seatbelt and I can't stress that too much.

I was a little less believer in it until I became more educated and I studied it and I discovered that with the life space that was left in my car when I had my accident even 13 times end for end, 997 feet before the car landed. I could of walked out of that car. 95 per cent out of 100 per cent I could of walked out of that car had I had my three point harness on which my car had. That made me feel really brilliant. But I mean nothing I did that night was very brilliant.

So what I try to put across is paraplegic, quadriplegic, brain injury and death. I've got friends who have suffered all of the above. And one of the main things I remember a friend of mine, Paul Jamieson who said he didn't mind me using his name. Paul said to me that after 12 years in a wheelchair that he could quickly calculate in his mind that had cost over a \$1 million for him for

12 years. That's a lot of money. Like when you take the hospital, you take the rehabilitation, you take \$25,000 electric wheelchairs, you take a 24-hour around the clock attendant.

I've got friends who can't blow their nose themselves and when I'm telling young people this, I try to enforce that you all walked in and I usually try to watch them to come into the room and say, I watched you all come into the room and I'm definitely a leg man. Not in the perverted sense just in the fact that you all have beautiful legs that work and you maybe don't realize you may look and I've got fat ankles, I'll trade you anytime. But the thing is, is what you have and the future that is ahead of you. The sky is the limit nowadays and the thing is through education and telling what's happened to me.

I go through my day when I wake up, I cannot use anything from below my waist down including all my stomach muscles and my back muscles. So I have to walk myself up in bed, I have to transfer into my chair, I have to back into the shower, transfer into the shower chair, shower, transfer back out into my chair, go out, dry my hair with the hair dryer and now I have a urostomy due to infections and my bladder is disconnected. Then I have to get back into bed to get dressed because I can't obviously stand and I have no balance. So I need the bed for a positioning board to hold myself upright. So when I'm leaning back, I'm pulling my pants up and dressing and it's an hour from the time I wake up until I get out the door, it's usually an hour when I have a shower which has to be every day or I'd go nuts. And you probably would too.

But the thing is I can't stress enough what beauty there is in being able to get around and I ask my wife, who's the greatest joy of my life, I asked her one day. I said: What do you miss most, dear? And she said: Well, just off the top of my head, she said, you know I'd like to be able to take a walk on the beach or just a walk through the woods. And you know, it went through me like a knife, but I did ask her and she gave me an honest answer and I was thinking, you know, a couple of simple things like that, that would make someone whom I love so happy. I can't do it because I made that one poor choice and that's what I tell them. It's not you're not an idiot. You're not crazy. It's just making wise choices.

Another thing that I try to push lately is I went to the, all the taxi drivers on PEI, phoned them all or got a hold of them in one way or another and everyone of them has a little card, what they have, just their business card and if you say: I drink in Charlottetown and I live in Kinkora or I live in Montague or whatever and what happens if I get impaired and need a drive home? They say: You can buy right now a prepaid ticket. You tell us how far you live away. You say: Well, I drink somewhere in Charlottetown. Even if you lived in Montague, if that was the handiest and they would give you a prepaid, I think, 15 per cent off and they will take 15 per cent off, stamp it on the back, write the amount, give it to you. I tell people. Most of you have a condom in your wallet. Why not just shove this in there. It's another life-saving device and you have it with you all the time and if you never need it and a friend is impaired, then you can hand your friend this and say: No, don't drink and drive. I'll phone you a taxi. It's on me and I'm sure all the students that went home.

I've spoken to Colonel Gray, Charlottetown Rural, well, I spoke to all the high schools except Kinkora this year because they were tied up, everyone of them, and I told them if they would all go home and tell their parents: Would you buy me a ticket to get home from a taxi company? And I said: I am sure that no parent in their right mind is going to say: No, no, dear. I don't want you drinking. Well, maybe they don't but what if? You know, if you can get a deal like that and one of the ministers even mentioned to me the possibility down the road of subsidizing that idea, which I think would be phenomenal.

Another driving school that I speak at, the gentleman who was running it said: I think what we may do is just among ourselves put in a few dollars each, raffle one off because they were all from the same community and we'll give one away as a prize to the one name we draw so that way I thought, this is terrific because they actually get to buy one. They see one. People are exposed to it. Somebody wins it and it's just bringing more exposure, more education to countless ways of getting home in one piece. And like I say, millions and millions and millions of dollars are being spent needlessly by people getting behind the wheel of a car impaired, whether it's by drugs or anything, and I've explained to young people. When you smoke marijuana - I've spoke barrels of it and I'm not proud of that. I've very ashamed of it - but you

are no more brilliant. The only difference was I'd been doing 50 kilometres an hour thinking I was doing 200 instead of doing 200 and thinking I was doing 50 and that's about the only difference. You're as much of a danger in a different way so I think -

And another thing that I find that has been very powerful, a lot of the young people are into muscle cars and the first thing I show them is this picture here of a 72 AMX 360 high performance posi-trac, forward speed, the whole nine yards. That baby would fly and then I have three that I have enlarged for overheads and this is what my brother brought me in the day after and I had no idea what had happened to me. I said: Randy, what happened? And he said: This. And I said: My heavens! And I remember the first questions I asked. I said: Was I alone? And he said: Yes. Whew! And I said: Did I hit anybody? And he said: No. And I said: Thank you. And really, that was such a relief to realize that I hadn't killed somebody or injured somebody because I knew I never, rarely ever traveled in the car alone and I thought: Are there four other people in a morgue somewhere that I should be hearing about. But fortunately, it was one of those sad cases where it was a 20-year-old who thought he was invincible, impaired, and one mile from home - the classic. Like the guy said: If I'd known that, I would have moved. Really, if I'd have known that, I would have quit.

But actually, that's basically my presentation this morning is I think the three main things are education, education, education and I've had thousands, literally thousands upon thousands of students listen to me and driving schools. I don't think that I'm that riveting necessarily but I have never had a session where you could hear anything but a pin drop. And the young people are just there and they look at me. I invite them, you know, look. See what you got. I got no feeling and I've gone and spoken to grade threes and they say: What if I cut you with a butcher knife? And I said: I couldn't feel it. What about a power saw? Whoa! You're getting a little crazy on me here but, no, I couldn't feel it either; but when you have zero feeling, you have zero feeling and it's no way to live.

I'm having a fine life. I'm very happy to be alive. I'm very happy to be here today. I am more happy to be telling other people how not to end up like

this and I would give \$10 million to have my legs back, which can never happen but if I can prevent even one - And I don't like setting a goal at one. I like setting a goal at 10,000 that I might be able to change the minds of and they'd say: No. I saw Alex Poole and it's not worth it. I hope I don't look that horrific but when you see this and I've been looking at a chariot like that, like I say, for 29 years and this picture has to be modified because I had my other leg when this was taken in February. So this morning that's basically my story and they say if you get it in here, you got it in a nutshell and that's it and I appreciate your time and thank you very much. If there's any questions -

Wayne Collins (PC)(Chair): Mr. Poole, I want to thank you very, very much for coming here this morning and addressing this committee. I know everybody may have questions and I'm going to take a list shortly but if you'll indulge me one question here. Sixteen years of speaking to young people across Prince Edward Island. We saw statistics here earlier that saw a decline, hopefully a significant improvement when it comes to impaired driving; and I'm sure some of that is owing to your work as well, sir. But I'd like to know what changes in the attitude of Island youth have you noticed, if any, in relation to impaired driving over those many years that you've been educating?

Alex Poole: Actually, very much like I'm very impressed. I've actually - At the end of a session, and I know everybody will usually say yes, anyway, but I say how many people here after hearing my talk can honestly within yourself - Don't do it for me - say: I'll never drink and drive, as far as you can know? And I've had 95 to 100 per cent raise their hands. I've had a few who wouldn't and I said I really appreciate that but I will beg you. Please reconsider. You know, some of them said: Well, I can't say. And you know, and that's honesty but the thing is over the years I've noticed more and more people coming up after and saying: You know, this is awesome, man! It's really amazing what you're doing. You know, I had a friend that was killed and, you know, hearing your story has, you know, given me a different outlook. I hadn't looked at it the way you told it. And it seems like, you know, the young people now are being taught smoking is bad, drinking is bad, drugs are bad and they're putting it all under the same umbrella. And if we can start making grade one, two, and three with an ABC course and

work our way up. We're starting to think now of going back to 6, 7, and 8 which I think is necessary to get them before they even dabble.

Wayne Collins (PC)(Chair): Andy Mooney.

Andy Mooney (PC): I just want to thank you very much for your presentation. It's tremendously well done and I think you're very good at the job at hand. I think it's very worthwhile what you're doing in the schools. It must have a real impact and, you know, it's incredible how much of an impact even government has on things that take place. I was over in Halifax to a conference and went to visit a friend of mine over there who has a teenage son and the mother happened to come across some kind of a drug in the house that she wasn't aware of and brought it up to the young fellow, and it was marijuana apparently, and she didn't know what it was. But anyway, his comment was: Do you not listen to the news? This is legal just because of the talk of decriminalizing. I tell you. It's something I wish that the federal government would back away from because it's being misinterpreted by young and they think that this thing is fine to use which is going to lead to more problems.

Alex Poole: Yes and I always try to incorporate like they were saying there about changing SADD to SAID, and I believe that that doesn't necessarily have to happen but just include in that, you know, what I do is umbrella the impairment. Like if, like if I say, if you're on marijuana or if you're on a pill or if you're on a doctor's medication, you're really impaired and to make a split-second decision that could save a child's life - I've had a child run out in front of me at a garage doing about 5 kilometres an hour and I'm telling you it's the most terrifying thing, and I have a hand control and my hand was on it and I just eeeeerh! And I was thinking, oh! You know, if you didn't have your senses about you, you'd be over the top of that child before you realized: What am I going to do? And when you need that kind of reflexes, you can't be impaired with anything.

Wayne Collins (PC)(Chair): Robert Ghiz.

Honourable Robert Ghiz (L): Thank you. Great presentation. Thank you very much. As you said, it's unfortunate that you have to be the one giving these presentations. The Bell's Hill, just outside of Brudenell there?

Alex Poole: Yes.

Honourable Robert Ghiz (L): Yeah. I know the area quite well. I think that when we were talking to some of the bureaucrats earlier and my question is along Andy's line and it has to do with the drugs in the school and they were saying that kids today for some reason don't think that using marijuana is going to impair them. They just haven't realized that yet. I'm glad to hear that you're out doing that and letting them know. Do you think that we should put a more concerted effort into letting them know those things?

Alex Poole: Oh, yes.

Honourable Robert Ghiz (L): Because you know, it's, I don't, from what I see on television, you see a lot of it all the time. They say, you know, marijuana is used just as much as alcohol is today and I think that at the end of the day, I'm glad to hear that you came out because I asked for proof whether or not it does impair and you did give a great example, I guess, on how it does impair so I'd like to thank you for that. And if you're talking to any of these people that do administer it, since you are employed with them, I would recommend that you push them as much as possible to make sure that that awareness does get out there.

Alex Poole: Yes. Thank you very much.

Wayne Collins (PC)(Chair): Any further questions from committee members? If not, Mr. Poole, on behalf of everyone here, I want to thank you very much for coming in here today.

Alex Poole: Thank you for having me. I appreciate it. Thank you very much.

Wayne Collins (PC)(Chair): Keep up the good work.

Committee members, next item of business, no. 4 - new business. Any new business we'd like to deal with.

Honourable Robert Ghiz (L): I'm just wondering who else is scheduled to come in.

Wayne Collins (PC)(Chair): Which is up for the next meeting.

Honourable Robert Ghiz (L): No, I'm sorry. I didn't even look at your -

Wayne Collins (PC)(Chair): That would be fine. We're hopefully going to have our next meeting, if it's agreeable, on February 8th at 3:00 p.m. Scheduled guests include representatives of the province's policing services. At this juncture, I'd like the Clerk of Committees to give us a bit of an update on where we stand with responses to our newspaper ad and what further things we ought to be doing to try to encourage public interest in this. Marian.

Marian Johnston (Committee Clerk): Thank you. The ad ran Saturday and this past Monday in the daily papers and Wednesday, today, in, no, yesterday - I'm sorry - in the weekly papers. Response has been slow and I blame part of that on the weather actually that people may not have seen the ad.

Wayne Collins (PC)(Chair): This Monday's paper, yeah.

Honourable Robert Ghiz (L): I don't think there was. Oh yeah, there was.

Marian Johnston (Committee Clerk): There was but I think many people would not have seen it. I'm going to put it on the PSA announcement on Eastlink and try and get some more response.

Wayne Collins (PC)(Chair): If we could have some order please in the room. Thank you.

Marian Johnston (Committee Clerk): For the next meeting, we've got representatives from all the policing services across the Island.

Honourable Robert Ghiz (L): Did we invite them or did they?

Marian Johnston (Committee Clerk): I have invited them because it was part of the resolution.

Honourable Robert Ghiz (L): Who else can we invite?

Marian Johnston (Committee Clerk): We're going to have SADD, MADD, Attorney General's office, medical people and so on. Everyone that was listed in the resolution will be contacted.

Public response to the ad, as I mentioned, has not been terrific so far. There's another gentleman who's coming on the 8th and he has, he's a retired military and he has worked in this area for many, many years in various provinces and he's moved to Prince Edward Island. He's going to give us his presentation, so that will take up most of the next meeting.

Wilbur MacDonald (PC): One of the, Mr. Chairman, one of the things I read over the years is when you call in a crime, what do you call that group where you've seen something and you don't (Indistinct) ?

Wayne Collins (PC)(Chair): Crimestoppers.

Wilbur MacDonald (PC): Crimestoppers have a wonderful magazine out. I don't know if they change it on marijuana in one section of the magazine so are they appearing? Crimestoppers. Maybe we should ask if they would come and give a -

Jim Bagnall (PC): I wonder what about Allied Youth? Have they been approached to make a presentation before this committee because Allied Youth programs are usually in every high school and -

Wayne Collins (PC)(Chair): We have responded. We've issued invitations to all of those that the resolution touches upon, mentioned specifically; but if it is the committee's wish that we should invite a representative of Crimestoppers and Allied Youth, most certainly we should issue those invitations.

Jim Bagnall (PC): I think Allied Youth would be a great one because it's in most schools and I think it's, you know, what programs are doing in the schools for us and -

Wayne Collins (PC)(Chair): So we have an agreement on that then? Is that fine with everyone? Totally different group.

Dr. McKenna (PC): Peer education stuff (Indistinct) .

Wayne Collins (PC)(Chair): Well, let's do that if that's agreeable, no objection to that. We'll put them on our list.

Jim Bagnall (PC): It's usually students themselves working with the program inside the school more so than -

Wayne Collins (PC)(Chair): So February 8th, 3:00 p.m. same time, same channel. We'll entertain a motion for adjournment.

Andy Mooney (PC): So moved by Mr. Mooney.

Wayne Collins (PC)(Chair): All those in favour.
Meeting Adjourned.