



National
**Teen Driver
Safety Week**
parachutecanada.org/ntdsw

Parachute
PREVENTING INJURIES. SAVING LIVES.

October 22 to 28, 2018
#KnowWhatImpairedMeans

Key Messages

Young drivers die in crashes at a higher rate than any other age group in Canada.¹ This year, Parachute's National Teen Driver Safety Week (NTDSW) is building awareness of drug-impaired driving as an emerging issue, with cannabis being the drug most commonly found in young drivers who are killed in crashes.² NTDSW is also focused on drunk, distracted, and aggressive driving (including speeding), which are leading causes of teen driver fatalities. Join the conversation on social media, using the hashtags **#KnowWhatImpairedMeans** and **#ParachuteNTDSW**

Don't Drive High

Many youth do not consider driving under the influence of drugs to be risky³ because they don't know the facts. Did you know?:

- ❖ One out of four young drivers in Canada who died in a motor vehicle crash between 2000 and 2010 tested positive for cannabis.⁴ Don't gamble with your life.
- ❖ Drugs, whether prescription, over-the-counter or illegal, can slow drivers' reaction times as well as their attention to the task of driving.⁵ Know the facts and don't drive high.
- ❖ Your motor skills decrease and reaction times increase when you drive drug-impaired. You are more likely to crash and hurt or kill someone else. Drive sober or make other arrangements to get home.
- ❖ Know that police can detect drugged driving. Don't risk losing your licence or going to jail.

If You Drink, Don't Drive

- ❖ Alcohol is a factor in just under one third of young driver crashes in Canada.⁶
- ❖ Young drivers aged 20 to 34 were more likely to have been drinking than any other age group of drivers killed in a collision between 2000 and 2014.⁷
- ❖ In 2012, half of 16 to 19 year old drivers killed in crashes after drinking had one or more passengers in their car.⁸

- ❖ Plan ahead for a designated driver, public transit, taxi, a lift from a family member, or to stay the night at a trusted friend's house.

Speak Up to Stop Distracted Driving!

- ❖ Almost half of drivers aged 18 to 34 report using a cell phone while driving.⁹
- ❖ Multitasking behind the wheel is dangerous - stay focused on the road.
- ❖ Passengers, you can handle the directions, radio and phones. Ask the driver to focus solely on the road. The reminder may save both your lives.
- ❖ Drivers, reduce the temptation of texting by keeping your phone out of reach. That could save your life.
- ❖ Use a distracted-driving prevention app to auto-respond to calls and texts, so you can focus on the road and respond after you reach your destination.

Mind Your Speed and Stay Alive

- ❖ Speeding is a factor in one third of teen driver deaths in Canada.¹⁰ Running late is not a reason to risk your life.
- ❖ Follow the speed limit and adjust your speed to match the conditions of the road. Better to get there late, than never.

Notes

¹ "Although drivers aged between 15 to 34 represent only about 30% of the driving population, they accounted for 40% of the fatalities and 45% of the serious injuries, indicating that younger drivers are at greater risk." <https://www.tc.gc.ca/eng/motorvehiclesafety/tp-tp15145-1201.htm>

² "Data from the 2012 Canadian Alcohol and Drug Use Monitoring Survey (CADUMS) reveal that 2.6% of drivers in Canada admitted driving within two hours of using cannabis at least once in the previous 12 months (Health Canada, 2013). Overall, among all drivers killed in motor vehicle crashes in Canada between 2000 and 2010 (Beirness, Beasley, & Boase, 2013): 5.5% tested positive for opioids; 8.5% tested positive for stimulants; 11.2% tested positive for sedatives; and 16.4% tested positive for cannabis." <http://www.ccsa.ca/Resource%20Library/CCSA-Drug-Impaired-Driving-Toolkit-Highlights-2016-en.pdf>

³ "The high rates of motor vehicle use following cannabis use among youth would appear to be related to the fact that youth do not necessarily believe that cannabis impairs the ability to operate a motor vehicle safely. However, the evidence indicates that cannabis adversely affects the ability to drive safely and doubles the risk of being involved in a serious traffic crash." <http://www.ccsa.ca/Resource%20Library/CCSA-Cannabis-Driving-Implications-for-Youth-Summary-2015-en.pdf>

⁴ "Among fatally injured drivers aged 16–24 who died between 2000 and 2010 in motor vehicle crashes [...] 25.8% tested positive for cannabis." <http://www.ccsa.ca/Resource%20Library/CCSA-Drug-Impaired-Driving-Toolkit-Highlights-2016-en.pdf>

⁵ "These drugs, which can be prescription (e.g. valium), over-the-counter (e.g. cold remedies) or illegal (e.g. marijuana), can reduce drivers' reaction times as well as their attention to the task of driving." <https://www.tc.gc.ca/eng/motorvehiclesafety/tp-tp15145-1201.htm>

⁶ "In summary, alcohol continues to be a factor in slightly less than one-third of young driver crashes, which is a continued source of concern." http://tirf.ca/wp-content/uploads/2017/01/Trends-Among-Fatally-Injured-Teen-Drivers-2000-2012_11_V6.pdf

⁷ "For most of the monitoring period, drivers aged 20-24 and 25-34 were the most likely to have been drinking." <http://tirf.ca/wp-content/uploads/2018/08/Collisions-Among-Fatally-Injured-Drivers-of-Different-Age-Groups-2000-2014-7.pdf>

⁸ "Further analysis of fatally injured drinking drivers shows that 50% of 16-19 year old drivers were accompanied by one or more passengers in 2012. This compares with only 19.6% of fatally injured drivers aged 20 and over who had passengers in their vehicle." http://tirf.ca/wp-content/uploads/2017/01/Trends-Among-Fatally-Injured-Teen-Drivers-2000-2012_11_V6.pdf

⁹ "Drivers aged 18 to 34 were more likely to report using a cell phone while driving, this being the case for almost half (45%) of them" <https://www150.statcan.gc.ca/n1/pub/85-002-x/2016001/article/14679-eng.htm>

¹⁰ "The percentage of 16-19 year old drivers who had been speeding rose between 2000 (30.2%) and 2014 (32.6%)." TIRF (2018). <http://tirf.ca/wp-content/uploads/2018/08/Collisions-Among-Fatally-Injured-Drivers-of-Different-Age-Groups-2000-2014-7.pdf>