

**Dealing
with**

**DWI
Offenders
in Canada**

An
Inventory
of
Procedures
and
Programs

**Final
Report
July,
1994**

**DEALING WITH DWI
OFFENDERS IN CANADA**

An Inventory of Procedures and Programs

FINAL REPORT

July, 1994

Prepared for the Health Promotion Directorate as part of Canada's Drug Strategy

by

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1.0 INTRODUCTION

This report provides a comprehensive description of procedures and programs for dealing with driving while impaired (DWI) offenders in each province and territory in Canada. The need for such a report emerges from a recognition that: impaired drivers are an important target group for countermeasure development; there has been a proliferation of approaches and programs for dealing with DWI offenders in the past several years; and, a contemporary and comprehensive description of how each province/territory deals with DWI offenders is not currently available. Accordingly, in the interest of information sharing and to avoid unnecessary duplication of effort and cost in developing new programs, a report describing existing procedures and programs for DWI offenders in Canada as well as recommendations for enhancing current efforts is viewed as critical. This report fills this need and serves as a valuable resource for those jurisdictions interested in introducing new programs as well as for those interested in enhancing existing measures.

1.1 Background

Despite encouraging declines over the past decade, impaired driving remains a substantial public health and road safety problem in Canada (Beirness et al., 1994). For example, in 1992, it is estimated that more than 1,600 persons lost their lives in alcohol-related motor vehicle crashes in Canada. Among drivers killed on Canadian roadways, 48% had been drinking (Mayhew et al., 1993). And, more than 105,000 persons were charged with an impaired driving offence (Fedorowycz, 1994).

Over the past 15 years, a wide variety of primary, secondary and tertiary prevention measures have been implemented to address the drinking-driving problem. Foremost among primary prevention measures have been extensive attempts to educate the public about the dangers of combining alcohol with driving. Secondary prevention measures have focussed on increased and more efficient enforcement. The major thrust of tertiary prevention measures has been on increasing penalties for driving while impaired (DWI) offenders.

As evidence mounted that severe punishments were not effective in deterring either first time or repeat offences (e.g., Martin et al., 1992; Ross and Voas, 1989), both theoretical and empirical examinations of the impaired driving problem shifted focus away from deterrence as a prevention strategy to emphasize rehabilitation. To a large extent, this change in focus has increased recognition of the importance of a particularly high-risk group of drinking drivers -- i.e., those who drive with very high blood alcohol concentrations (BACs) and, in particular, those who do so frequently (Simpson and Mayhew, 1991). For example, it has been well documented that drivers with very high BACs (i.e., over 150 mg%) comprise the majority of drinking-driver fatalities (Fell, 1990; Ross, 1992; Simpson and Mayhew, 1991; Williams and Wells, 1993; Wilson, 1993). Studies have also shown that the average BAC among DWI offenders is typically in the range of 170 to 180 mg% (e.g., Donelson et al., 1985; Mercer, 1983; Perrine et al., 1989). Given that roadside surveys of nighttime drivers typically find less than two percent of drivers with BACs in excess of 150% (Foss et al., 1991; Interministerial Committee, 1988; Lund and Wolfe, 1991), drivers with BACs of this magnitude are clearly overrepresented among the fatally injured and arrested populations.

The risk associated with very high BACs is exacerbated by the fact that many of these individuals drive frequently after consuming large amounts of alcohol. Many will be arrested for impaired driving on more than one occasion. In fact, recent evidence indicates that the proportion of repeat offenders is increasing (Beirness et al., 1994; Wilson, 1993), reaching 60% in some jurisdictions. This finding suggests that measures for dealing with offenders have failed to prevent subsequent instances of impaired driving among a large proportion of offenders. And, whereas many offenders will be rearrested, still others will become involved in alcohol-related crashes. For example, Fell (1993) reports that approximately 12% of intoxicated drivers involved in a fatal crash have at least one prior DWI conviction on their records in the past three years. Other studies indicate that this proportion is considerably higher if driver records are examined over a longer period of time. Donelson et al. (1989) reported that 34% of drivers responsible for fatal crashes in British Columbia had been previously convicted of impaired driving. A study in Minnesota also reported the 35% of alcohol-related fatal crashes involved a driver with a previous DWI offence (Simon, 1992). Hence, not only are repeat offenders a burden on the legal system, such individuals appear to comprise a substantial proportion of drivers responsible for alcohol-related fatal crashes.

The recent focus on rehabilitation programs for offenders reflects the realization that many cases of driving with a very high BAC result from a dependence on alcohol that is not easily controlled by conscious acts of will power, even to avoid certain and severe punishment. For this reason, a growing number of jurisdictions throughout North America have implemented rehabilitation programs for DWI offenders as a means to address the underlying drinking problem that usually characterizes high BAC and multiple offenders. These efforts range from providing a short educational program to more intensive programs that take place over the course of a weekend. Other programs involve screening for alcohol dependence, followed by formal treatment. The number and range of rehabilitation programs for offenders continues to expand as more and more jurisdictions recognize the need to prevent repeat offences and possible alcohol-related crashes by persons who have been convicted of an impaired driving offence.

Since programs for DWI offenders in Canada have not been examined systematically, it is difficult to share information efficiently to determine what approaches are effective and what opportunities exist for enhancing current efforts. It is also difficult to identify what critical information gaps exist, which if filled, would assist in refining existing programs and policies. In this context, to support efforts to deal effectively with DWI offenders, Health Canada commissioned the Traffic Injury Research Foundation to conduct a study to detail the procedures and programs for dealing with first and multiple DWI offenders in Canada. This is the report on that project.

1.2 Purpose of the Report

The purposes of this report are:

- ◆ to document the procedures for dealing with DWI offenders in each province and territory in Canada from identification through licence reinstatement;
- ◆ to provide a comprehensive, descriptive inventory of educational, treatment and assessment programs for DWI offenders available in each province and territory;
- ◆ to identify significant intervention opportunities -- gaps in existing procedures and programs -- which, if filled, would enhance the efficacy of efforts targeted at the DWI offender;

- ◆ to identify programs that could be evaluated for purposes of serving as models for others to use;
- ◆ to identify key issues with respect to DWI offenders that should be explored in greater detail; and,
- ◆ to identify critical research needs that would enhance our understanding of the characteristics of the DWI offender and lead to more effective programs and policies.

1.3 Scope of the Report

Section 2.0 of this report outlines the methods used to compile the information on procedures and programs for dealing with DWI offenders in each province and territory in Canada.

Section 3.0 details the procedures for dealing with DWI offenders in each province and territory in Canada.

Section 4.0 provides an overview of rehabilitation programs and describes examples of such programs in Canada. The section concludes with a discussion of the elements in a model program or system for dealing with DWI offenders.

Section 5.0 presents an inventory of programs for DWI offenders in Canada.

Section 6.0 provides a discussion of significant information gaps as well as research and evaluation needs.

Information contained in this report was supplied by individuals in each province and territory knowledgeable in drinking-driving issues and/or actively engaged in DWI programs. Where we were uncertain about some aspect of the information provided, follow-ups were made with one or more persons. There may, however, be cases where we have unknowingly misinterpreted the information provided. We apologize for any errors or misrepresentations. It must also be acknowledged that programs and policies are constantly being revised and updated to better meet the needs of the offender and the community. Indeed, one of the goals of this project is to encourage the development and implementation of more efficient and effective means of dealing with DWI offenders. It is hoped that this report will serve as a catalyst for such change.

2.0 METHOD

Information needed for this report was gathered primarily through a comprehensive survey of provincial/territorial agencies. The survey was conducted in two parts. The first part concerned the procedures for dealing with DWI offenders from the time they were identified by the police until they were reinstated as drivers. The second part concerned programs for DWI offenders.

A questionnaire for each part of the survey was developed and reviewed by an ad hoc committee of federal/provincial/territorial representatives involved in impaired driving to ensure that the information being gathered would meet their needs. Representatives also provided a list of individuals in their jurisdiction to whom each part of the survey should be sent.

2.1 Collecting Information on Procedures for Dealing with DWI Offenders

2.1.1 Questionnaire Content. The questionnaire on procedures for dealing with DWI offenders consisted of four sections. The first section dealt with the identification of offenders -- the use of police roadblocks/checkstops, the use of roadside screening devices, and roadside suspensions. The second section was concerned with the consequences of impaired driving charges -- pre-conviction administrative actions, provincial licence suspensions, and the availability of rehabilitation programs. The third part of the questionnaire dealt with licence reinstatement -- conditions that must be met for reinstatement and/or early reinstatement. The final part requested the names and addresses of contact persons for DWI programs.

This questionnaire was customized for each province and territory. This was done to facilitate responding and to avoid having respondents complete questions that were not relevant to their jurisdiction. This also allowed us to complete some questions beforehand based on our existing knowledge and to ask respondents to simply confirm or correct this information. A sample flow chart of the known procedures for dealing

with offenders in the jurisdiction was supplied with the questionnaire. Respondents were asked to correct the information and add any missing pieces to complete the chart.

2.1.2 Survey Procedure. The questionnaire on procedures for dealing with offenders was sent to the representative(s) in each province and territory as well as other persons identified as being knowledgeable in DWI matters. Typically, this involved sending the questionnaire to someone in the Justice or Attorney General's Department as well as someone in the Transportation Department or Motor Vehicle Branch in each jurisdiction. This ensured that the perspectives of each agency were represented in the responses and provided a means of cross-checking the accuracy of the information provided.

Recipients of this questionnaire were also asked to provide the names and addresses of persons responsible for the administration and/or delivery of programs for DWI offenders. The names provided were added to those already known to be involved in programs to form the mailing list for the second part of the survey on DWI programs.

2.1.3 Survey Response. Responses were received from every province and territory. In some cases, survey recipients in a province collaborated on the responses and returned one completed questionnaire representing all perspectives. In other cases, respondents obtained information from other departments or agencies to provide as complete and accurate a representation of procedures for DWI offenders as possible.

2.2 Collecting Information on DWI Programs

2.2.1 Questionnaire Content. The questionnaire on DWI programs requested information on the selection of DWI participants, the number of participants, program format and length, cost, objectives, areas of focus, and evaluations. Respondents were also asked to provide any program materials (e.g., manuals, brochures) as well as the results of evaluation studies.

2.2.2 Survey Procedure. A mailing list was compiled based on information already available at TIRF and feedback from respondents of the questionnaire on procedures for dealing with DWI offenders. The questionnaire on DWI programs was

sent to the contact persons on this mailing list. Recipients were asked to copy the questionnaire, if necessary, and to complete a separate questionnaire for each program.

2.2.3 Survey Response. Responses were received from over forty separate programs across Canada. Several unsolicited responses were also received, indicating that the questionnaire was copied and passed on to others. Responses were also received from programs no longer in operation as well as some that are not yet in operation. Few respondents provided copies of materials; only one provided a copy of an evaluation study.

3.0 PROCEDURES FOR DEALING WITH DWI OFFENDERS

This section provides a description of the procedures for dealing with DWI offenders in each province and territory in Canada, from identification by the police through to licence reinstatement. It is not the intention of this section to describe in detail the legal procedures involved in obtaining evidence and securing a conviction or the technicalities of filing an appeal of a suspension. Rather, the purpose is to outline what happens to DWI offenders -- i.e., the required and optional sanctions, programs and procedures that must be followed by an offender in order to re-enter the driving population legally.

This section begins with an overview of the legislation governing impaired driving offences in Canada (i.e., the Criminal Code as well as provincial statutes). This is followed by a detailed description of the procedures for dealing with impaired drivers in each province and territory.

3.1 Overview

Figure 3.1 presents an overview of the possible procedures for dealing with DWI offenders in Canada. The figure is not representative of any particular province or territory but illustrates the typical procedures as well as some that are only employed in certain jurisdictions. The procedures specific to each province and territory are contained in Section 3.2.

In all jurisdictions in Canada, random spotchecks supplement routine patrol efforts and motor vehicle crash investigations in the detection of DWI offenders and the enforcement of impaired driving laws. In any of these situations, if the police officer has a reasonable suspicion that the driver has consumed alcohol, the officer can demand that the driver provide a breath sample into an approved screening device (ASD). (Failure to provide a sample can lead to charges under the Criminal Code.) The ASD is typically calibrated such that a green "Pass" light illuminates when the blood alcohol concentration (BAC) is below 50 mg% (60 mg% in Saskatchewan); a yellow "Warn"

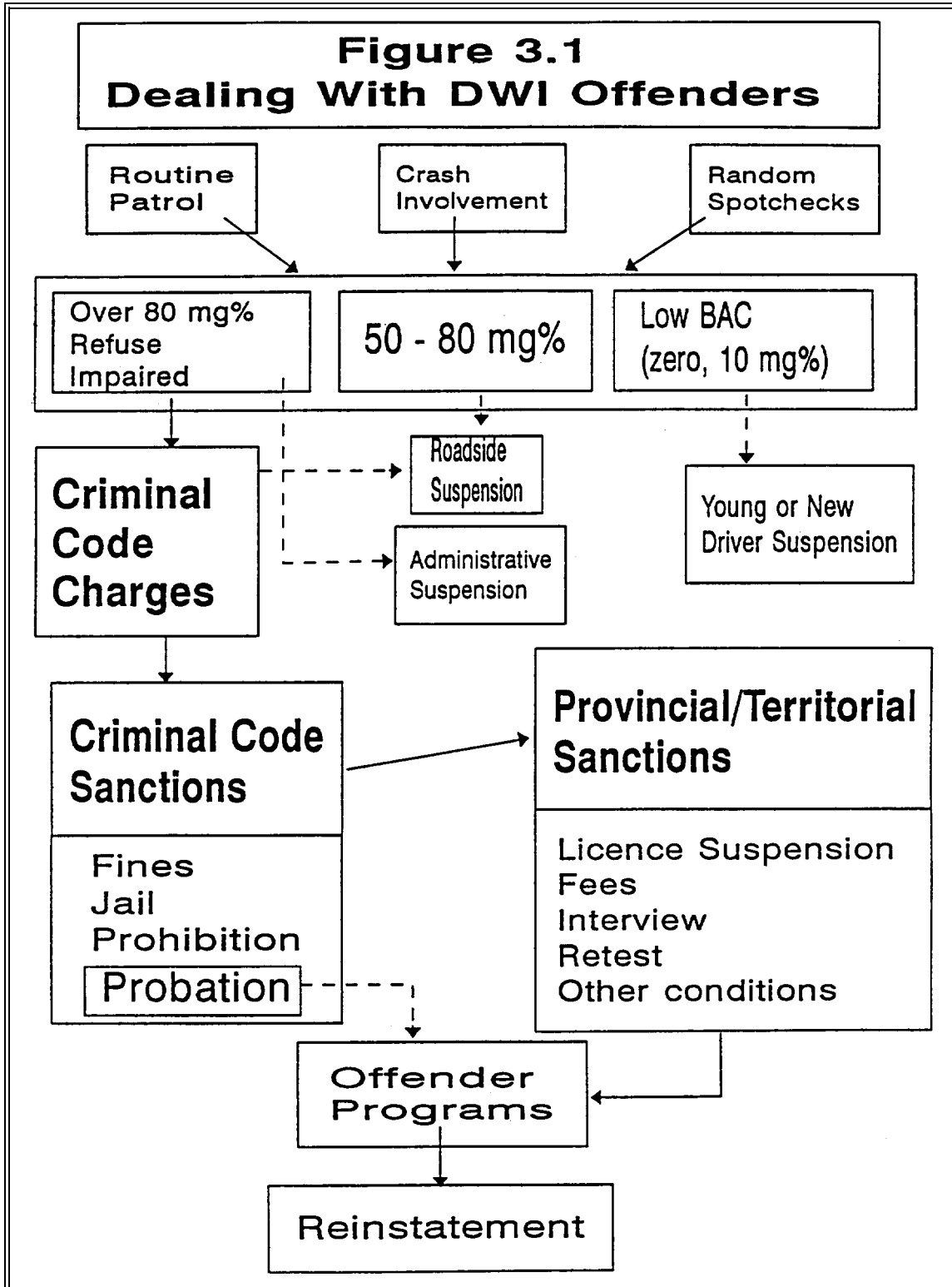
light indicates a BAC of 50 to 100 mg%; and a red "Fail" light indicates a BAC in excess of 100 mg%.

In several provinces, if a driver illuminates the "Warn" light on an ASD, the police officer can immediately at roadside suspend the driver's licence or prohibit the offender from driving for a period of up to 24 hours. In some jurisdictions, a roadside suspension can be issued in the absence of ASD evidence if the police officer believes the driver is affected by alcohol. In Prince Edward Island and Ontario, young or novice drivers are subject to a licence suspension if found to have a BAC in excess of 10 mg% or zero, respectively.

Upon forming reasonable grounds of impairment (which includes but is not limited to registering a "Fail" on an approved screening test), police officers can demand that a driver accompany them for the purpose of providing a breath sample to determine actual BAC. This is usually done at the police station by a breathalyzer technician using an approved evidential quality instrument. A BAC in excess of 80 mg%, or refusal to provide a breath sample, can result in charges under the Criminal Code. Evidence of impairment, regardless of BAC, can also result in Criminal Code charges. In some provinces, drivers charged under the Criminal Code are also issued an immediate 12- or 24-hour administrative licence suspension. In Manitoba, drivers who fail or refuse to provide a breath sample are issued an immediate three-month administrative suspension. This suspension is independent of the outcome of any Criminal Code charges.

Persons charged with an impaired driving offence under the Criminal Code may be photographed, fingerprinted, and held for an appearance in court. Depending on the circumstances and local practices, offenders are typically issued an appearance notice and released. Charges are then dealt with by the court.

Upon conviction, offenders are subject to sanctions specified in the Criminal Code -- i.e., fines, jail, prohibition from driving, and/or probation. Provincial/territorial licensing authorities typically supplement Criminal Code sanctions with a series of requirements that must be fulfilled prior to licence reinstatement. These can include periods licence suspension that exceed the court-ordered prohibition from driving, reinstatement fees, re-testing, and rehabilitation programs.



Rehabilitation programs for offenders are typically accessed in one of three ways. Incarcerated offenders may be directed to attend a substance abuse program within the correctional facility. Probation orders issued by a magistrate can also include a condition for treatment or attendance at a specific impaired driving or substance abuse program. And, some provinces require completion of a specific impaired driving program as a mandatory condition of licence reinstatement.

The remainder of this section provides an overview of Criminal Code sanctions and provincial/territorial procedures for dealing with impaired drivers

3.1.1 Criminal Code sanctions. In Canada, impaired driving is a criminal offence and, therefore, legislation governing impaired driving offences is contained in the Criminal Code of Canada. The terms "impaired driving" and "DWI" actually refer to any one of a number of offences -- impaired operation of a motor vehicle, driving with a BAC over 80 mg of alcohol in 100 ml of blood, failing or refusing to provide a blood or breath sample, impaired operation causing bodily harm, and impaired operation causing death. In this report, a distinction among offences will be made only when procedures for dealing with them differ.

The Criminal Code specifies penalties for persons convicted of an impaired driving offence. These penalties are listed in Table 3-1. For example, the penalty for a first summary conviction of impaired driving would be a minimum three-month prohibition from driving and a \$300 fine. The maximum penalties, especially for a conviction by indictment¹, can be considerably higher. As is evident in Table 3-1, the Criminal Code also provides for more severe penalties for those convicted of a second or subsequent impaired driving offence. For the purpose of sentencing for repeat offences, a previous conviction for either impaired operation, over 80 mg% or refuse to provide a blood or breath sample are considered as equivalent. In order for these more severe penalties to be applied, however, the prosecutor has to be aware of an offender's previous conviction and must be able to prove it. Unfortunately, for a variety of reasons this may not be easy to do (Solomon et al., 1986). The result is that a number of repeat offenders are sentenced as first offenders by the courts.

¹ Impaired driving, Over 80 mg% and Refuse to Provide a Sample are hybrid or dual procedure offences -- i.e., they can be prosecuted as either summary conviction or indictable offences. The differences between the two types of offences lie primarily in the court procedures and penalties. Indictable offences are generally considered more serious. Most impaired driving offences are treated as summary conviction offences.

mg% level specified in the Criminal Code. This administrative action provides an immediate sanction for driving after drinking while at the same time removing these drinking drivers from the road before they become involved in a crash.

Table 3-2
Dealing with Impaired Drivers: Provincial Summary

| Province/ Territory | RS D/ Use | Roadside Suspension | BAC (mg%) | Young Driver BAC | Pre- Conviction | Licence Suspension (months) | | | | Prior Offences (Years)## |
|------------------------|-----------------|------------------------|------------------|---------------------|--------------------|-----------------------------|-------------|-------------|--------|--------------------------------|
| | | | | | | 1st Off. | 2nd Off. | 3rd Off. | + Off. | |
| NF | Y | <i>pending</i> | (50) | | | 4 | 9 | 9 | | 2 |
| PE | Y | 24 hrs | 50 | 10 | 24 hr susp | 12 | 24 | 36 | | 5 |
| NS | Y | <i>pending</i> | (50) | <i>pending</i> | # | 12 | 24 | 60 | | 5 |
| NB | Y | 24 hrs | 50 | <i>pending</i> | | 6 | 12 | 12 | | 3 |
| PQ | Y | | | | | 12 | 24 | 36 | | 5 |
| ON | Y | 12 hrs | 50 | Zero** | 12 hr susp | 12 | 24 | 36 | | 5 |
| MB | Y | 6 or 12 hrs | 50/100 | <i>under review</i> | 3 mnth susp | 34497 | 60 | 60 | | 5 |
| SK | Y | 24 hrs | 60 | <i>under review</i> | | 6 | 12 | 36 | 60 | 5 |
| AB | Y | 24 hrs | 50 | | **** | 12 | 36 | 60 | | 5 |
| BC | Y | 24 hrs | 50 | <i>under review</i> | | 12 | 12 | 12 | | 10 |
| YT | Y | 24 hrs | 80 | <i>under review</i> | | 3 | 12 | 36 | | 5 |
| NT | Y | 4-24 hrs | ns*** | | | 3 | 6 | 12 | 36 | 5 |

* if different than for 3rd conviction

** all novice drivers

*** no BAC specified

possible suspension if involved in fatal crash

impaired driving causing death or bodily harm suspended until case heard by court

Two provinces also have lower BAC limits for young and/or novice drivers. Ontario has a zero BAC limit for novice drivers under the recently implemented graduated driver licensing system. Prince Edward Island has adopted a 10 mg% limit for drivers under 19 years of age. In both provinces, violations are punishable by a three month licence suspension. Prince Edward Island also imposes a \$500 fine.

Manitoba is the first, and only, province to introduce a three-month administrative licence suspension for drivers who fail or refuse a breath test. The suspension takes effect seven days after the offence was committed and is independent of a Criminal Code conviction. The purpose of the administrative suspension is to help ensure that drivers who have violated the conditions of holding a licence do not drive during the interval between the offence and disposition of the case by the court.

Other provinces also have provisions for administrative suspensions that take effect prior to a Criminal Code conviction. For example, in Nova Scotia the Registrar

of Motor Vehicles can suspend the licence of a driver involved in a fatal crash. In Alberta, the Driver Control Board can suspend the licence of any driver charged with impaired driving causing death or bodily harm until the case is dealt with by the courts. Some jurisdictions also use the 12- or 24-hour roadside suspension for drivers charged under the Criminal Code.

Most provinces and territories also impose licence suspensions upon conviction for a Criminal Code impaired driving offence. These suspensions are typically longer than the prohibition from driving imposed by the court. Table 3-2 illustrates the considerable variability in the length of provincial licence suspensions, which range from three months for a first conviction to five years for a second conviction.

Provincial/territorial licence suspensions run concurrently with the court-ordered prohibition from driving. A court-ordered prohibition from driving, however, takes precedence over a provincial suspension. For example, if the court imposed a prohibition from driving that is longer than the provincial suspension, the offender may technically be eligible to get his driver's licence reinstated but will still be prohibited from operating a vehicle.

Provincial/territorial licensing officials do not have the same degree of difficulty experienced by the courts in proving the prior record of repeat offenders. The length of the provincial/territorial suspension is determined by the number of prior impaired driving convictions found in a search of the driver's record. The period covered by the search varies from two years to up to 10 years. Hence, although an individual may be sentenced as a first offender by the courts, provincial licensing officials will determine the appropriate length of suspension based on the individual's driving record.

3.2 Detailed Description of Provincial/Territorial Procedures

This section describes the procedures for dealing with impaired drivers in each province and territory. Each jurisdiction is discussed from the point of view of the identification of offenders, Criminal Code offences, and licence reinstatement. In addition, future initiatives being considered are also outlined briefly. To illustrate the sequence of events, a diagram is provided for each jurisdiction. The diagram is a summary only; the details are provided in the text.

NEWFOUNDLAND

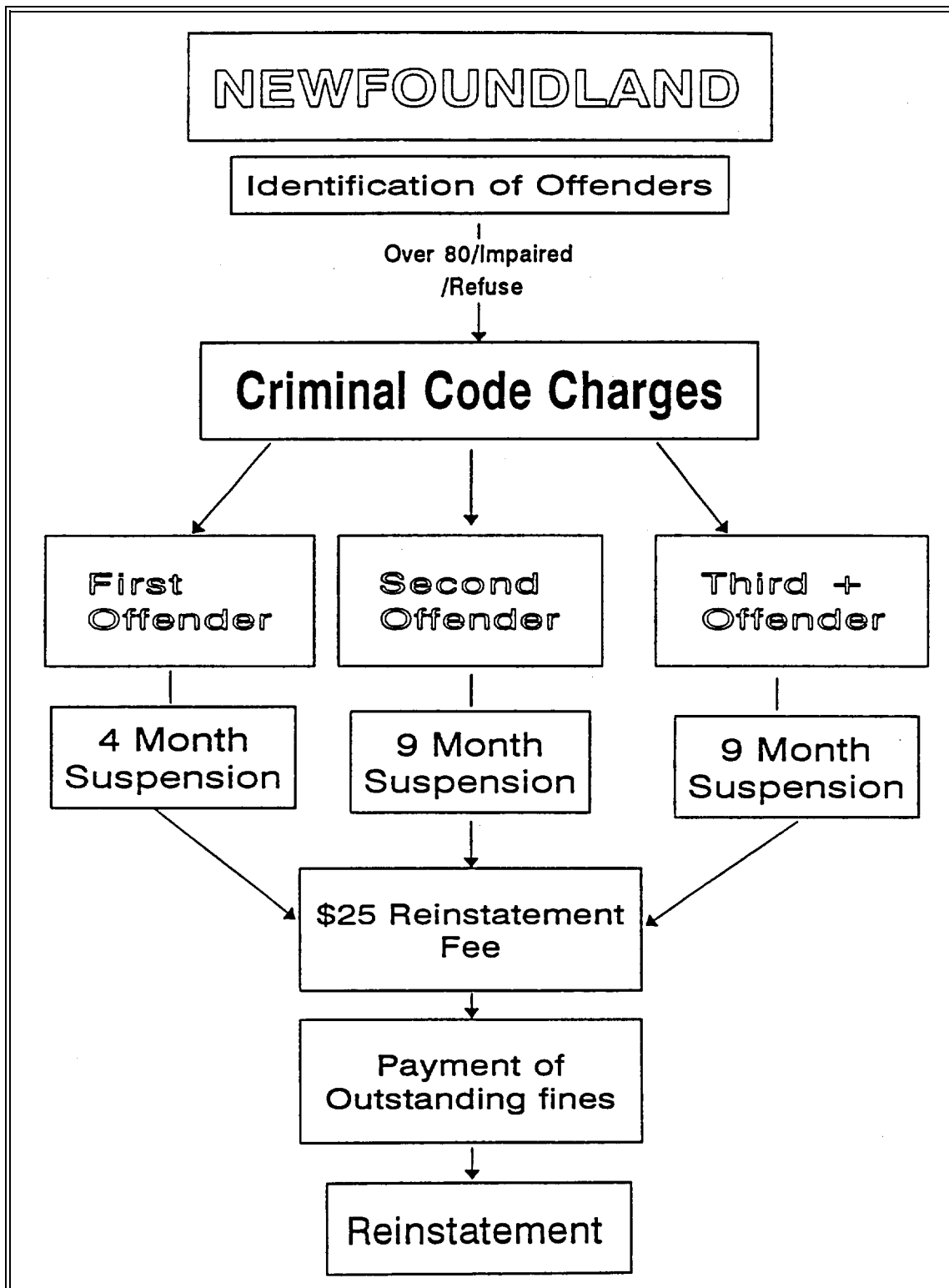
Identification of Offenders. As in all other provinces, the police in Newfoundland use random roadchecks and approved screening devices to help enforce impaired driving laws. At present, Newfoundland does not have a 24-hour roadside suspension for drivers who have low levels of alcohol.

Criminal Code Offences. The provincial licence suspensions for impaired driving offences in Newfoundland are among the least severe in Canada -- four months for a first conviction and nine months for a second or subsequent conviction within two years.

Licence Reinstatement. Offenders can have their driver's licence reinstated after completing the period of suspension, paying all outstanding fines as well as a \$25 reinstatement fee. At present, there are no mandatory programs for offenders.

Future Initiatives. The government of Newfoundland has announced major changes to the procedures for dealing with impaired drivers that are proposed to come into effect next year. These include:

- ◆ 24 hour roadside suspension for driving with a BAC of 50 mg% as indicated by a "warn" on an approved screening device;
- ◆ a \$100 licence reinstatement fee regardless of cause or duration of suspension (includes 24-hour suspensions);
- ◆ a two month suspension for accumulating 3 or more 24-hour suspensions in a two year period. Subsequent 24-hour suspensions lead to longer periods of suspension;
- ◆ mandatory attendance at a brief educational program following an alcohol-related suspension of 2 months or more (i.e., after a first Criminal Code conviction or two 24-hour suspensions in 24 months); and,
- ◆ screening for alcohol dependency required before reinstatement following a second Criminal Code impaired driving conviction.



PRINCE EDWARD ISLAND

Identification of Offenders. Police in Prince Edward Island use random roadchecks and approved screening devices to help enforce impaired driving laws. The police can suspend, for a period of 24 hours, the licence of any driver who registers a "warn" on an approved screening device (ASD). The threshold BAC for a 24-hour suspension is 50 mg%. A record of all 24-hour suspensions is placed on the driver profile. Should a driver come to the attention of licensing authorities for any reason, the information about 24-hour suspensions will be taken into consideration by driver improvement officers in determining what action should be taken.

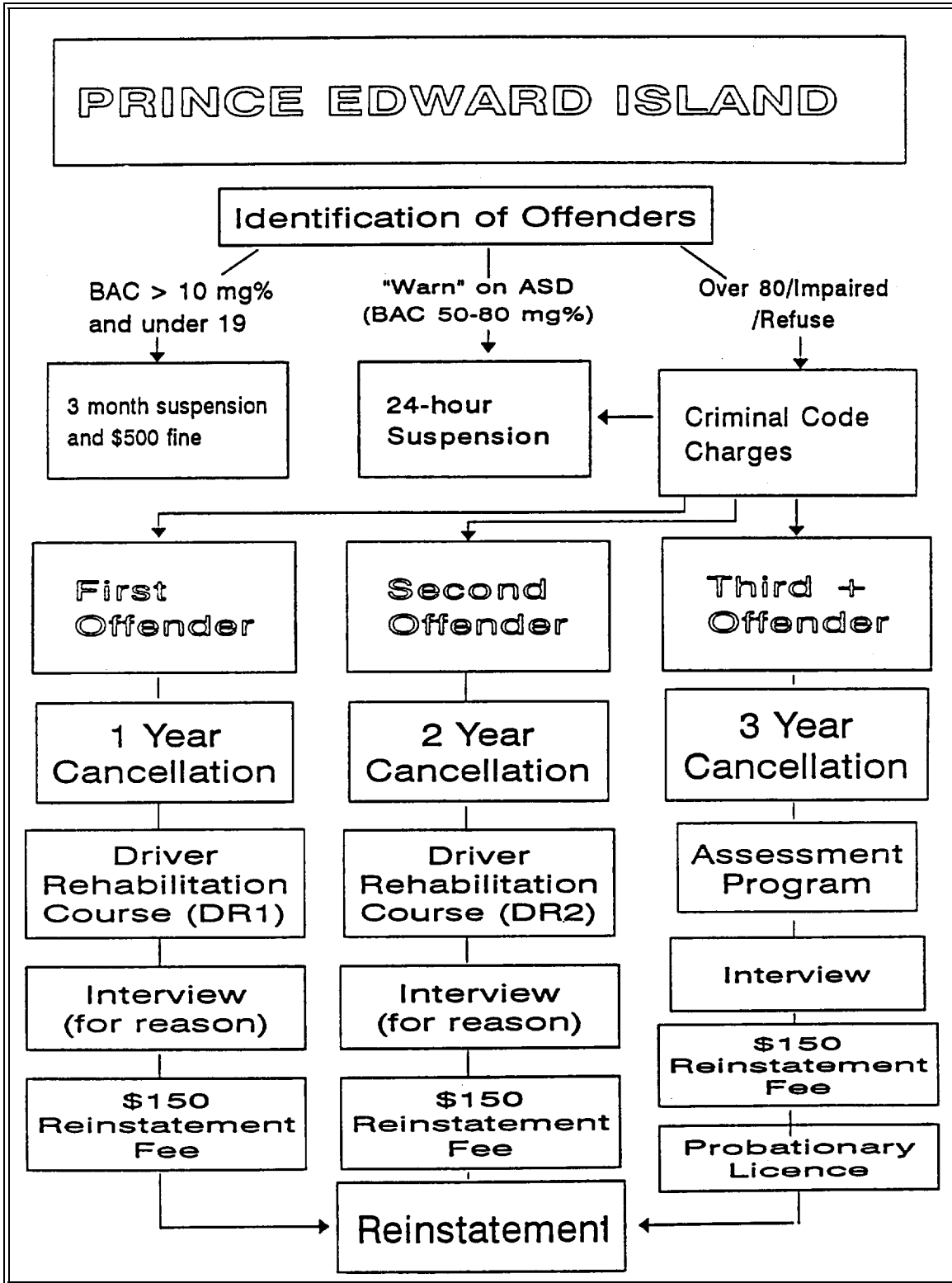
Drivers under 19 years of age are subjected to a BAC limit of 10 mg%. Violators are liable to a 3 month suspension and a \$500 fine. A second offence results in a 6 month suspension and a further \$500 fine.

Criminal Code Offences. The 24-hour suspension is also applied to drivers charged under the Criminal Code. If convicted of a Criminal Code offence, drivers face a 1 year licence cancellation for a first offence, 2 years for a second offence (within 5 years), and 3 years for a third offence (within 5 years).

Several years ago, Provincial Court judges in PEI introduced the practice of sending virtually all impaired drivers to at least three days in jail, even first offenders. The Canadian Centre for Justice Statistics (1993) reports that PEI has the highest incarceration rate for impaired driving in Canada.

Licence Reinstatement. All offenders must complete the prescribed period of licence cancellation and pay a \$150 reinstatement fee. First offenders must also attend the Driver Rehabilitation Course (DR1) which is a brief (3-hour) informational program. Second offenders must attend the Driver Rehabilitation Course for second offenders (DR2). This latter program consists of weekly sessions dealing with various aspects of impaired driving. Both first and second offenders may also be required to attend an interview with a driver improvement counsellor prior to reinstatement.

Third offenders are required to attend the Assessment and Treatment program operated by Addiction Services. Offenders are then directed to either the in-patient or out-patient program. After the period of cancellation has expired, the offender may be granted a probationary licence for one year. During this time the offender must report to a driver improvement counsellor once every two months.



NOVA SCOTIA

Identification of Offenders. Roadchecks and approved screening devices are used by the police in Nova Scotia to help enforce impaired driving laws. There are no provisions for roadside suspensions for drivers with BACs between 50 and 80 mg%. Pre-conviction administrative licence suspension can be imposed on drinking drivers involved in fatal or pedestrian crashes.

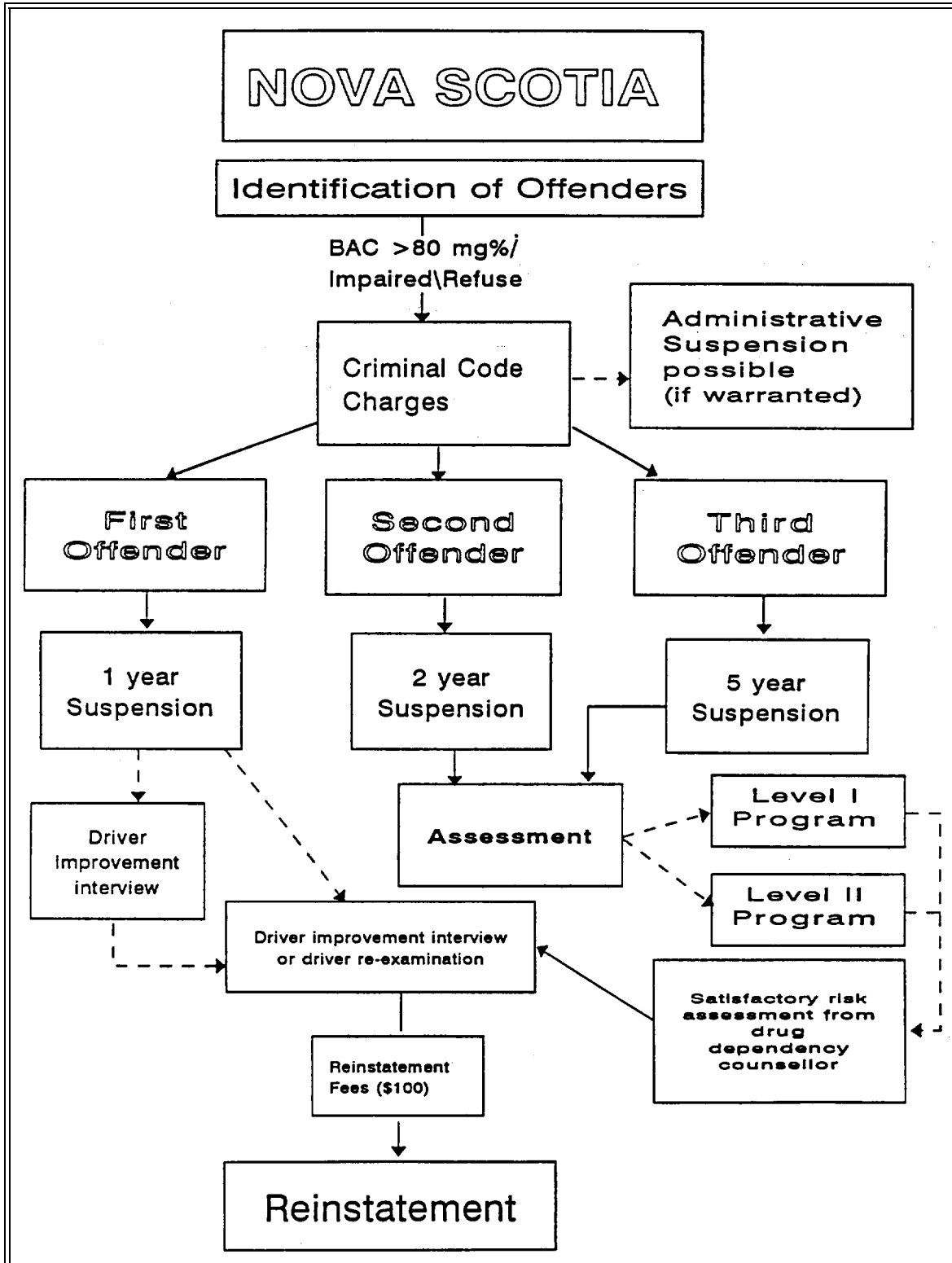
Criminal Code Offences. A Criminal Code conviction for impaired driving results in a one-, two-, or five-year licence suspension for a first, second, and subsequent offence, respectively. There are no mandatory programs for first offenders, but they can be asked to attend a driver improvement interview. Second and subsequent offenders are required to attend an assessment program which can lead to a recommendation to attend one of two impaired driver programs.

Licence Reinstatement. In order to be reinstated as drivers, first offenders must complete the period of suspension, settle all outstanding fines and pay a \$100 licence reinstatement fee. They may also be required to attend a driver improvement interview or undergo driver re-examination.

Second and subsequent offenders must meet the same conditions as first offenders for reinstatement plus they must have a satisfactory recommendation from a drug dependency counsellor. This latter condition is generally met by attending the assessment program and completing the recommended course of action.

Third and subsequent offenders may apply to the court after serving three years of a five year suspension for a recommendation to restore their licence. Reinstatement will not occur unless all conditions noted above for repeat offenders have been satisfied and there is no evidence of driving while suspended.

Future Initiatives. Nova Scotia has indicated that several changes will likely be introduced in 1994, including: an education/awareness program for first offenders; user pay rehabilitation; and, a zero BAC for new drivers. Administrative licence suspension, vehicle seizure and impoundment and ignition interlocks are also under active consideration.



NEW BRUNSWICK

Identification of Offenders. The police in New Brunswick use random roadchecks and approved screening devices to help enforce impaired driving laws. Drivers found with a BAC over 50 mg% or who blow a "warn" on an approved screening device can have their licence suspended for 24 hours.

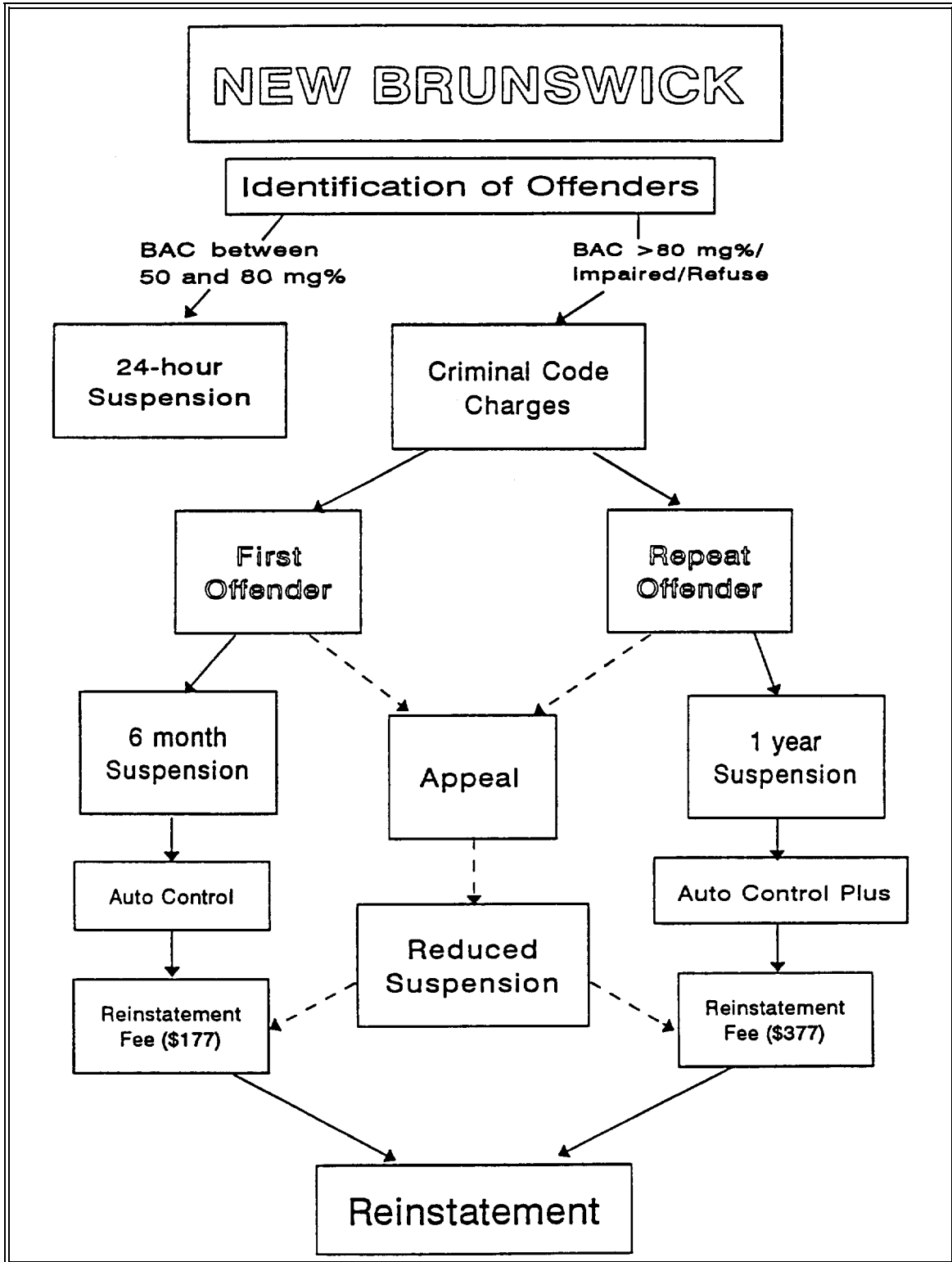
Criminal Code Offences. Drivers convicted under the Criminal Code face a 6 month suspension for a first offence, and a 12 month suspension for subsequent offences within three years. First offenders are required to attend the Auto Control Program, a one-day educational workshop. Second offenders must attend the Auto Control Plus program.

Licence Reinstatement. For first offenders, licence reinstatement requires completion of the period of suspension, payment of a \$177 reinstatement fee, and completion of the Auto Control Program. Auto Control is a one-day educational workshop dealing with issues involving alcohol and driving.

Repeat offenders must complete the period of suspension, pay a \$377 licence reinstatement fee and complete the Auto Control Plus program. Auto Control Plus is a weekend intervention program where offenders explore the extent of their alcohol use and the effects it is having on their lives.

Offenders can appeal to the Court of Queen's Bench to have their licence reinstated before the period of suspension has expired.

Future Initiatives. New Brunswick is considering the introduction of a system of graduated driver licensing that would include a zero BAC provision for new drivers. Changes are also being contemplated to the 24-hour suspension program, including the recording of violations.



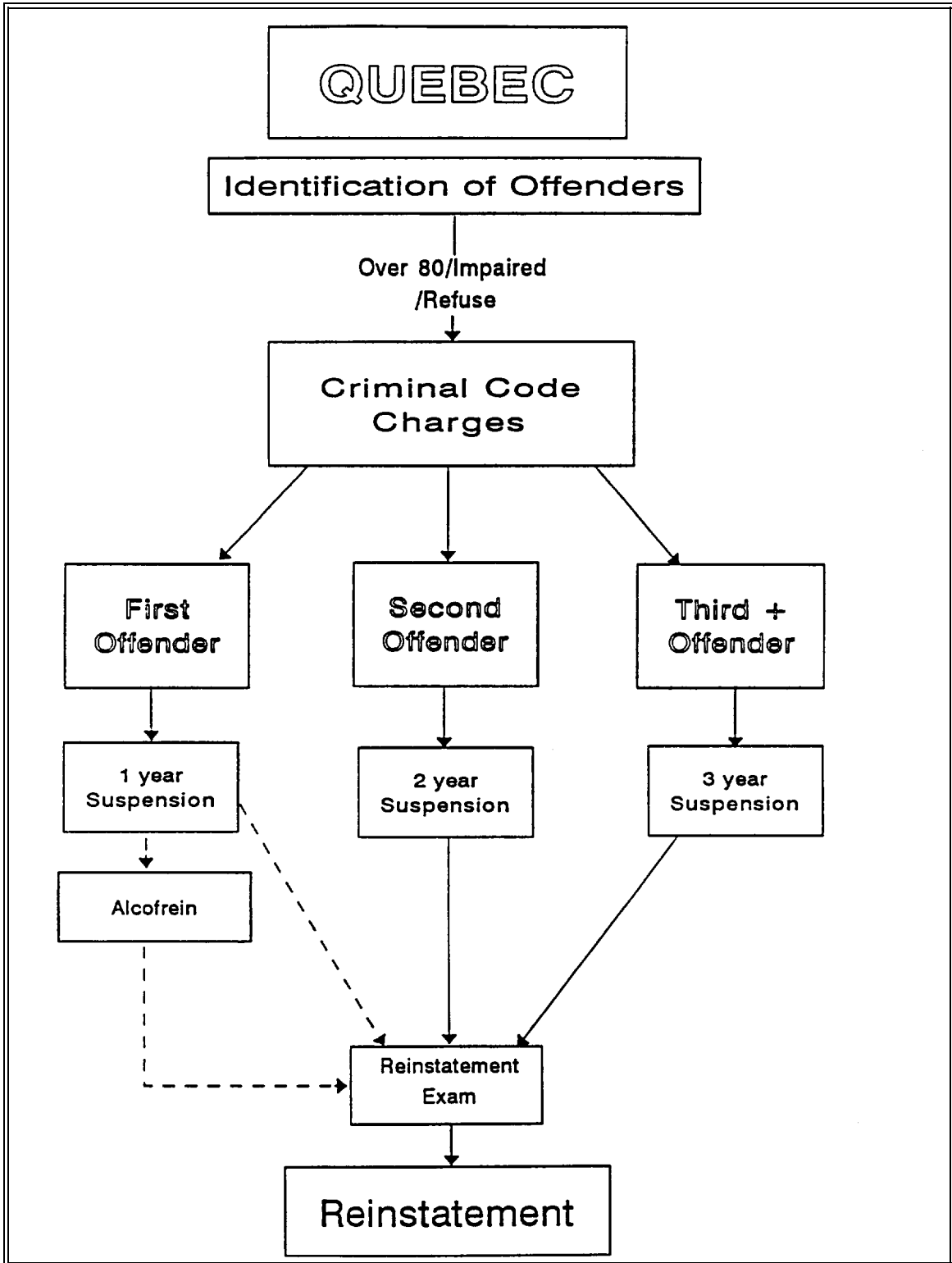
QUEBEC

Identification of Offenders. The police in Quebec use random roadchecks and approved screening devices to help enforce impaired driving laws. There are, however, no provisions for 24-hour roadside licence suspensions.

Criminal Code Offences. Drivers convicted under the Criminal Code of impaired driving offences face a one-year suspension for a first offence, a two-year suspension for a second offence and a three-year suspension for subsequent offences.

Licence Reinstatement. All offenders must complete the period of suspension, pass a reinstatement exam, and pay all applicable fees to be eligible for reinstatement. In addition, first offenders may be directed by the court to attend the Alcofrein educational workshop.

Future Initiatives. None was identified.



ONTARIO

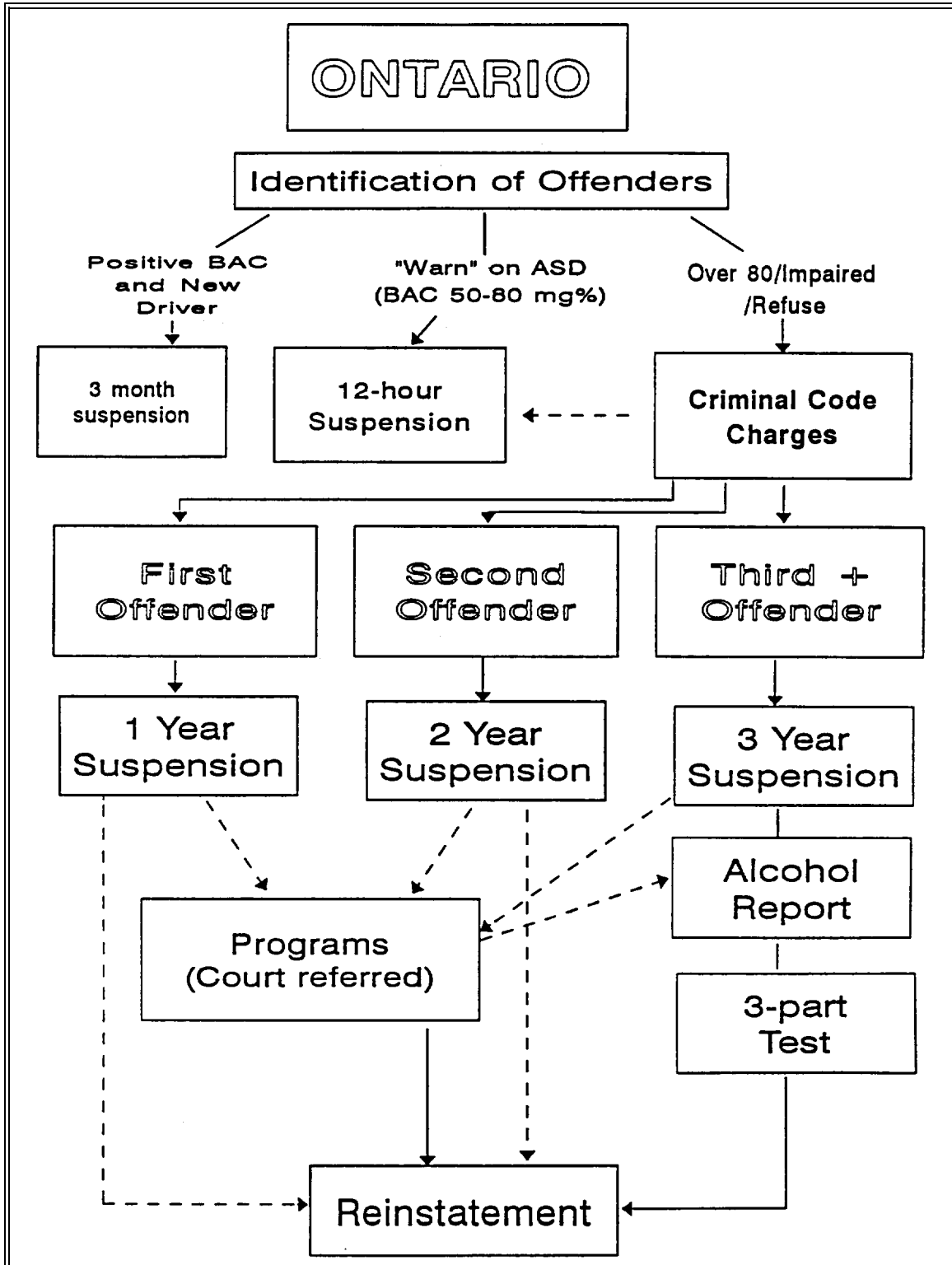
Identification of Offenders. Police in Ontario use R.I.D.E. (Reduce Impaired Driving Everywhere) roadchecks to help enforce impaired driving laws. Approved screening devices are used to help detect those drivers who have been drinking. Drivers who register a "warn" on an approved screening device or have a BAC over 50 mg% can have their licence suspended for a period of 12 hours. No permanent record is made of such suspensions.

Under the provisions of the new Graduated Driver Licensing system, all new drivers regardless of age, will be required to maintain a zero BAC for their first two years of driving. Violations will result in a 30-day suspension and applicable fine.

Criminal Code Offences. Drivers convicted of impaired driving under the Criminal Code face a suspension of one, two, or three years for a first, second and third offence, respectively. Offenders may be required by the court to attend one of several programs for impaired drivers funded by the Ministry of the Solicitor General and Correctional Services. The program may consist of a series of educational sessions or an alcohol/drug dependency program within a correctional institution. The availability of programs tends to be limited, which restricts accessibility.

Licence Reinstatement. The only requirement for reinstatement for first and second offenders is to complete the period of licence suspension. Third offenders must not only complete the suspension but provide a favourable medical report on their use of alcohol and pass a three-part (knowledge, vision, road) licence test. It is not possible to have the period of suspension reduced.

Future Initiatives. Several initiatives are currently under consideration including administrative licence suspension, alcohol ignition interlocks, and mandatory treatment/rehabilitation.



MANITOBA

Identification of Offenders. As in many other provinces, the police in Manitoba use random roadchecks and approved screening devices to help enforce impaired driving laws. Drivers who register a "warn" on an approved screening device (i.e., BAC 50 to 100 mg%) can have their licence suspended for 6 hours. Drivers who register "fail" (i.e., BAC over 100 mg%) can have their licence suspended for 12 hours and are requested to provide a breath sample in an evidential quality instrument. Failure to provide a sample or a BAC over 80 mg% on this device may result in a three-month administrative licence suspension (Revocation on Administrative Determination) and charges under the Criminal Code. The administrative licence suspension takes effect within seven days and is independent of any sanctions that might be imposed as the result of a conviction under the Criminal Code.

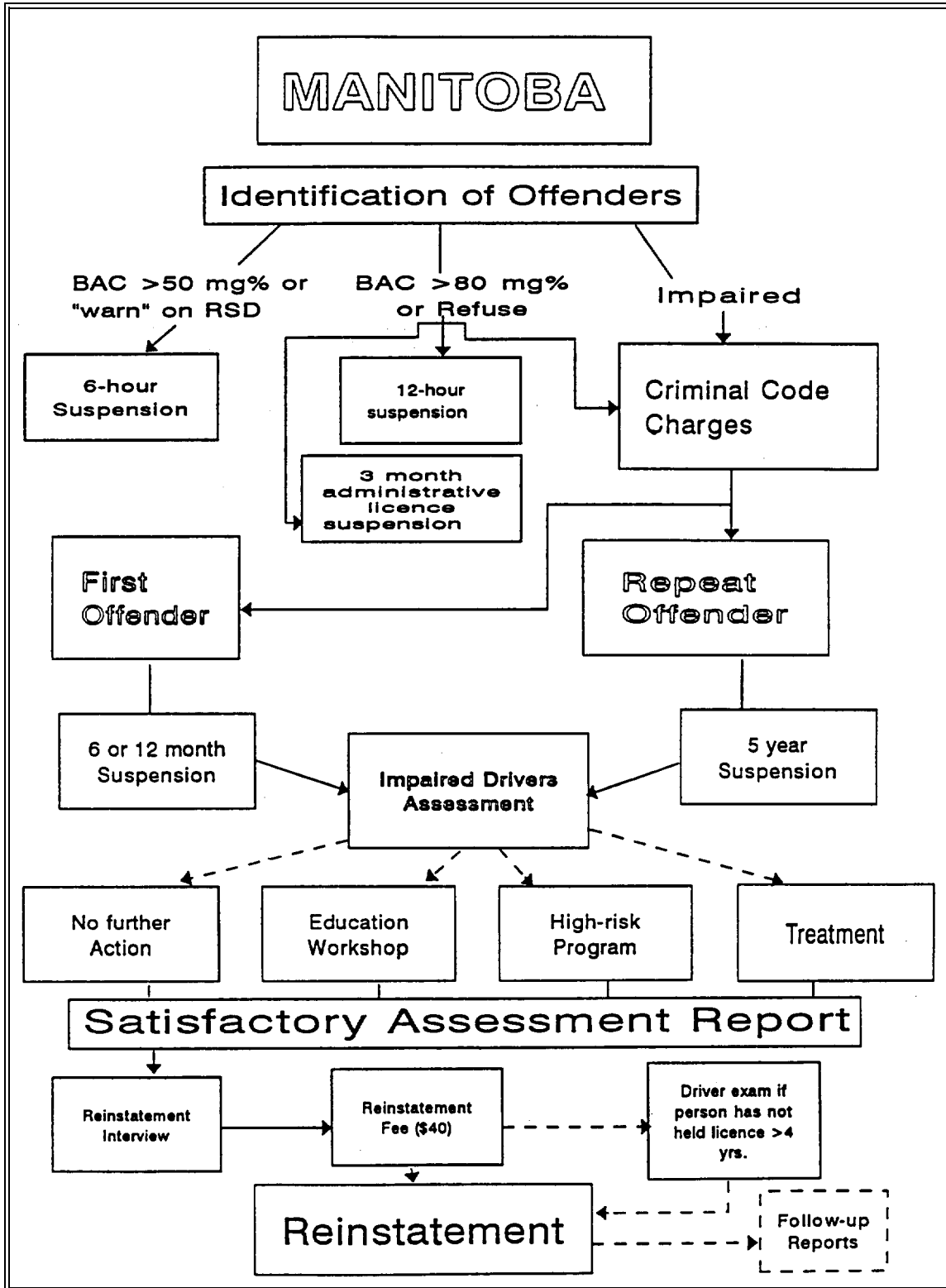
Criminal Code Offences. Drivers convicted of a first impaired driving offence are subjected to a six-month licence suspension. If an accident was involved, the suspension is 12 months. A five-year suspension is applied to second and subsequent offenders. Offenders are also required to undergo an assessment by the Addictions Foundation of Manitoba. Drivers may then be referred to an educational workshop, a program for high risk drivers or a treatment program. In some cases, no referral is made.

Licence Reinstatement. To be eligible for licence reinstatement, all convicted impaired drivers must complete the Impaired Driver Assessment, pay a \$40 reinstatement fee and attend a reinstatement interview. If the assessment indicates that alcohol/drug use is not under control, driving privileges can be further suspended until documentation is received stating that the problem is under control. Drivers who have not held a licence for over 4 years must also pass a driver exam.

Convicted offenders can apply to the Licence Suspension Appeal Board for early licence reinstatement. No appeal is allowed for drivers convicted of more than two Criminal Code offences within a five year period.

Manitoba also operates a very active vehicle seizure and impoundment program. Under this program, drivers caught driving while under suspension can have their vehicle seized and impounded for 30 days.

Future Initiatives. Manitoba is currently considering implementing a lower BAC limit for novice drivers.



SASKATCHEWAN

Identification of Offenders. Throughout the year, the police in Saskatchewan target impaired driving using the Selective Traffic Enforcement Program (STEP) model. This provides a high-profile concentrated effort to inform the public about impaired driving as well as to enforce impaired driving laws. Approved screening devices are available for use but the calibration of the devices was recently challenged successfully in court so these devices are not presently being used.

Police in Saskatchewan also have the authority to suspend, for a period of 24 hours, the licence of any driver who registers a "warn" on an approved screening device. The BAC level for such a suspension is 60 mg%. Drivers with higher BACs who are charged under the Criminal Code are also issued 24-hour suspensions.

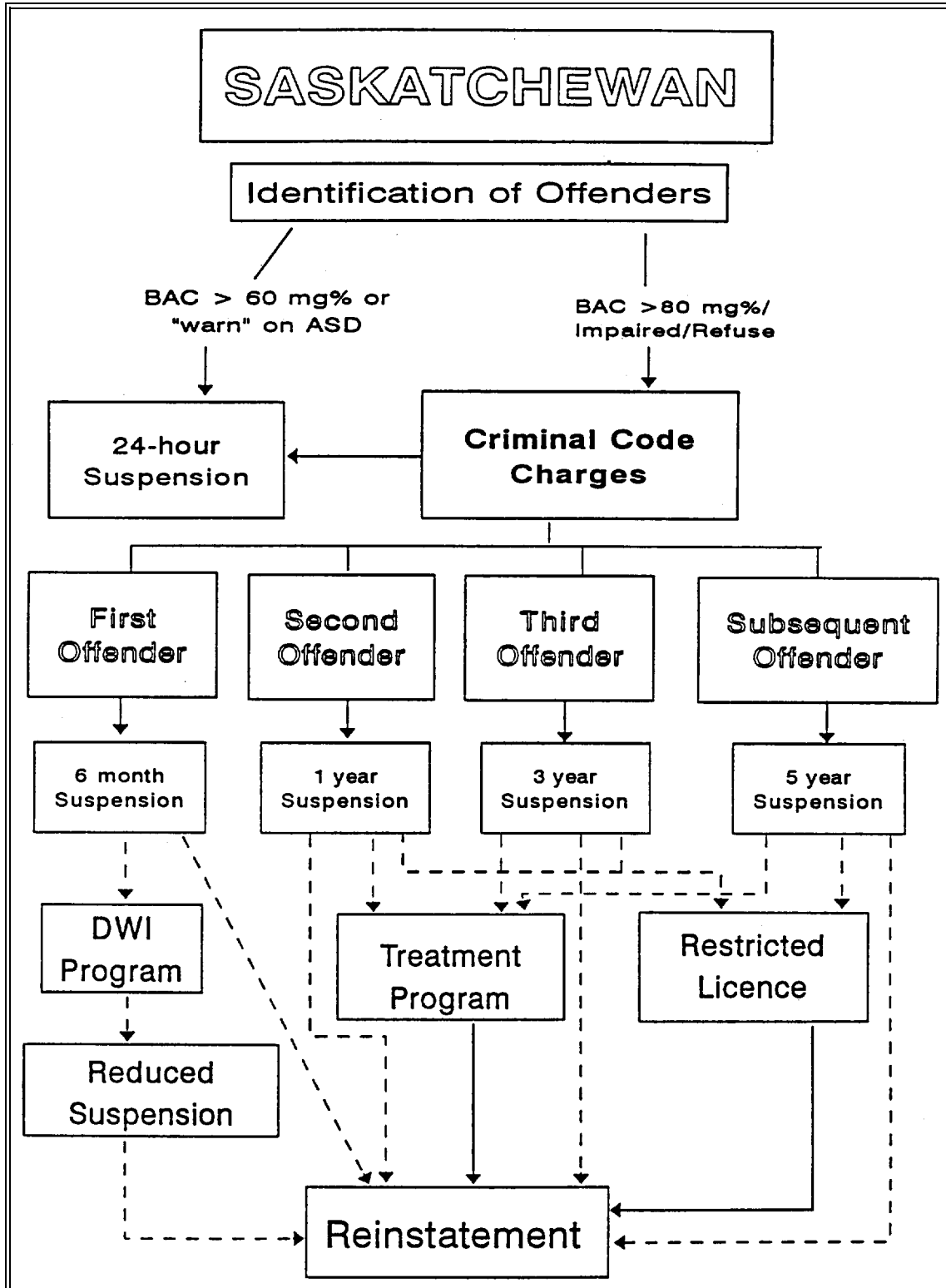
Criminal Code Offences. Drivers convicted of an impaired driving offence in Saskatchewan face a 6 month suspension for a first conviction, 1 year for a second conviction, 3 years for a third conviction, and 5 years for a subsequent conviction.

A unique aspect of Saskatchewan's program of dealing with impaired drivers is the option for repeat offenders to attend an in-patient alcohol treatment program in lieu of jail.

Licence Reinstatement. First offenders have the option of either serving the full period of suspension or serving the court-ordered prohibition from driving (minimum 3 months), paying a \$150 fee and completing the Driving Without Impairment (DWI) program. Completing the DWI program allows an offender to be reinstated before the end of the 6-month suspension.

Repeat offenders must either complete their period of suspension or apply for a restricted licence after 6 months of a one year suspension, after 2 years of a three-year suspension, or after 3 years of a five-year suspension.

Future Initiatives. The Interagency Committee on Impaired Driving has proposed a number of initiatives, including: a lower BAC for new drivers; increased statutory licence suspensions; elimination of the restricted licence option; and rehabilitation programs.



ALBERTA

Identification of Offenders. Alberta has a very active random roadcheck program for identifying impaired drivers called CheckStop. Approved screening devices are used. Drivers who register a "warn" (50 mg%) or whose ability is deemed affected by alcohol can have their licence suspended for 24 hours.

Criminal Code Offences. Drivers charged with impaired driving causing death or bodily harm are referred to the Driver Control Board. The Board may elect to suspend the alleged offender until the court disposes of the matter.

Drivers convicted of an impaired driving offence in Alberta face a licence suspension of 1, 3 and 5 years for a first, second, and subsequent offence, respectively.

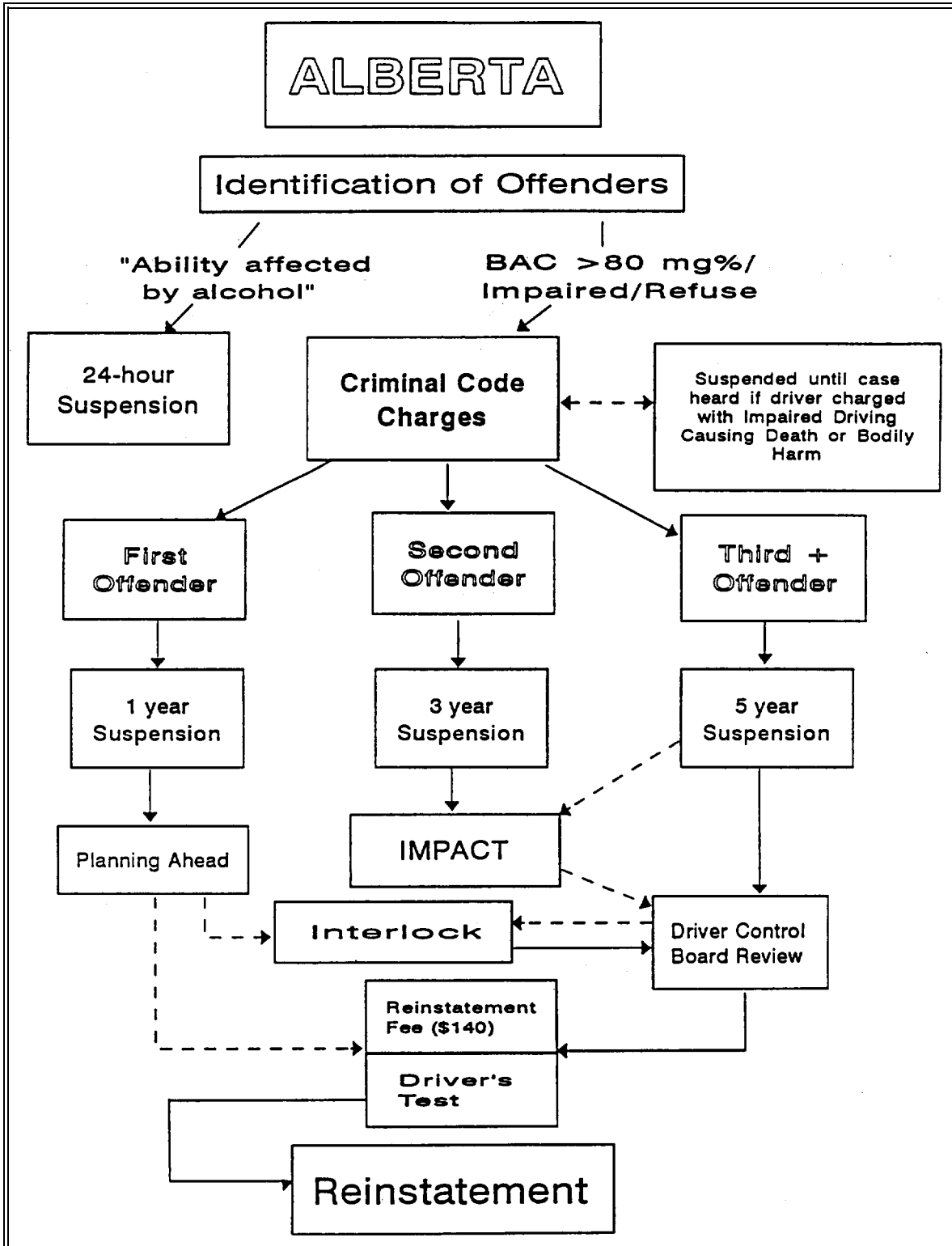
Licence Reinstatement. To be reinstated as drivers, first offenders must pay a \$140 reinstatement fee, pass a driver's test, and complete the Planning Ahead program, a one-day educational workshop for impaired drivers.

Repeat offenders must also pay the reinstatement fee and pass a driver's test and complete the IMPACT program, a weekend alcohol assessment/insight program. Third offenders are also required to attend a hearing with the Driver Control Board.

Alberta also has an active vehicle seizure and impoundment program. Police have the authority to impound for 30 days the vehicle of anyone caught driving without a licence.

Alberta is presently the only jurisdiction in Canada to operate an alcohol ignition interlock program. After serving the court-ordered prohibition from driving and meeting all the other conditions of licence reinstatement, offenders may apply to the Driver Control Board for entry into the interlock program. The offender is granted a licence restricted to the operation of an interlock-equipped vehicle. The costs of installation and maintenance of the interlock device are the responsibility of the offender. The program has recently been extended to first offenders.

Future Initiatives. No new initiatives are planned at this time.



BRITISH COLUMBIA

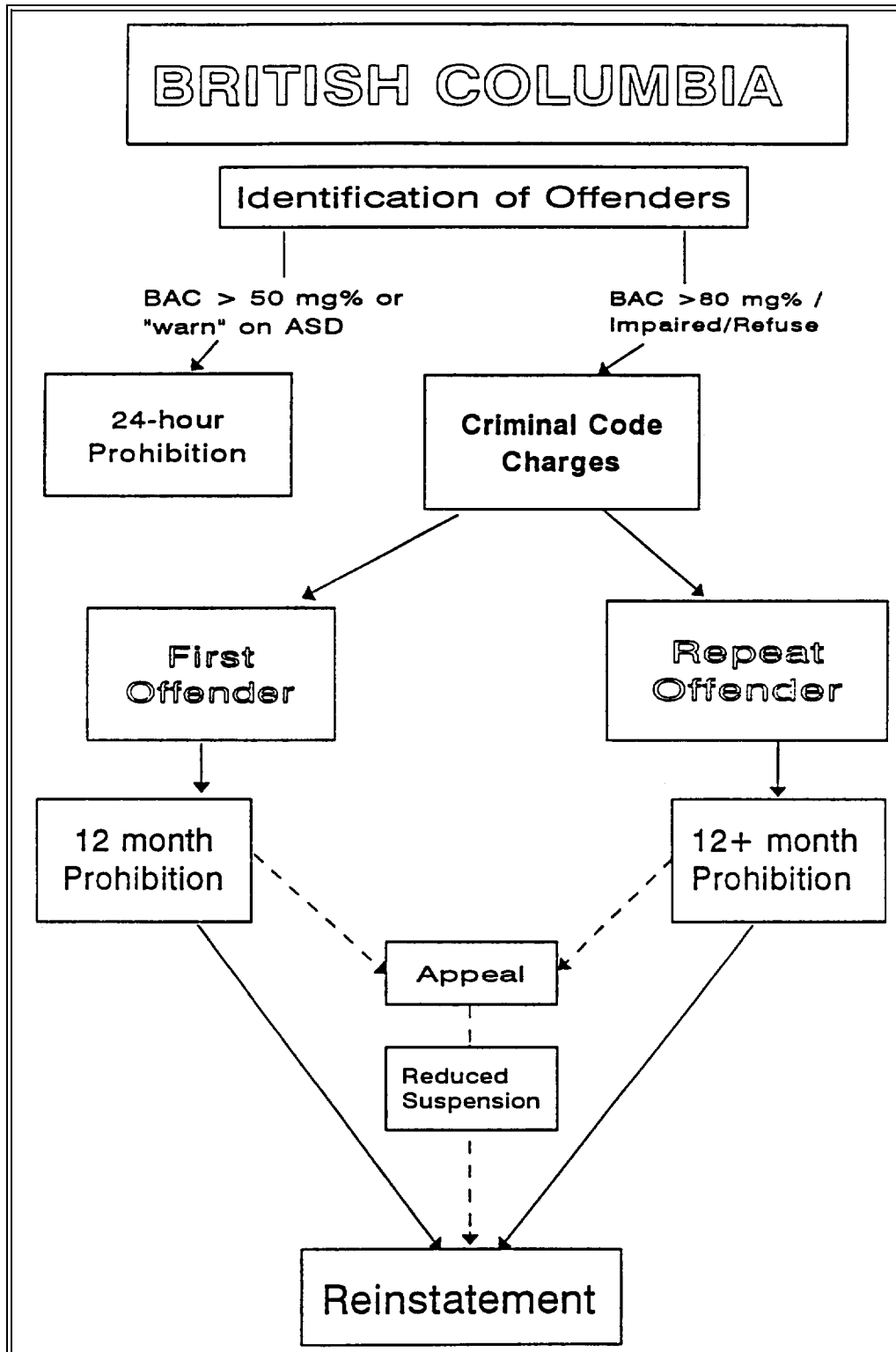
Identification of Offenders. The province of British Columbia has operated random roadchecks for many years as part of their CounterAttack program. Approved screening devices are also used. A police officer can prohibit, for a period of 24 hours, any driver who either registers a warn on an approved screening device (50 mg%) or whose ability to drive is affected by alcohol. Most 24-hour prohibitions are issued on the basis of the police officer's judgment. All 24-hour prohibitions are entered on the driver's record. The Superintendent will consider 24-hour prohibitions along with other driver record information when making a decision on the length of prohibition for repeat offenders.

Criminal Code Offences. A Criminal Code conviction for a first impaired driving offence results in a 12-month driving prohibition. Subsequent convictions carry a minimum 12-month prohibition. Longer periods of prohibition for repeat offenders are at the discretion of the judge.

Licence Reinstatement. All offenders are required to serve the period of prohibition and pay a licence reinstatement fee of \$100 as well as any outstanding debts to the Province before a licence will be reissued. There are no mandatory programs for offenders.

Offenders can appeal the length of their prohibition (only the portion beyond the 12-month minimum) to the court or file a written submission for consideration by the Superintendent of Motor Vehicles. Although some discretion is allowed, reduction of the prohibition period is very rare in the case of a Criminal Code offence.

Future Initiatives. British Columbia is considering several new initiatives including: a zero BAC limit for new drivers (part of a novice driver program); mandatory assessment of offenders issued two 24-hour prohibitions in a 24-month period; a mandatory three-month prohibition for drivers issued three 24-hour prohibitions within 24 months; administrative driver prohibition; and vehicle impoundment.



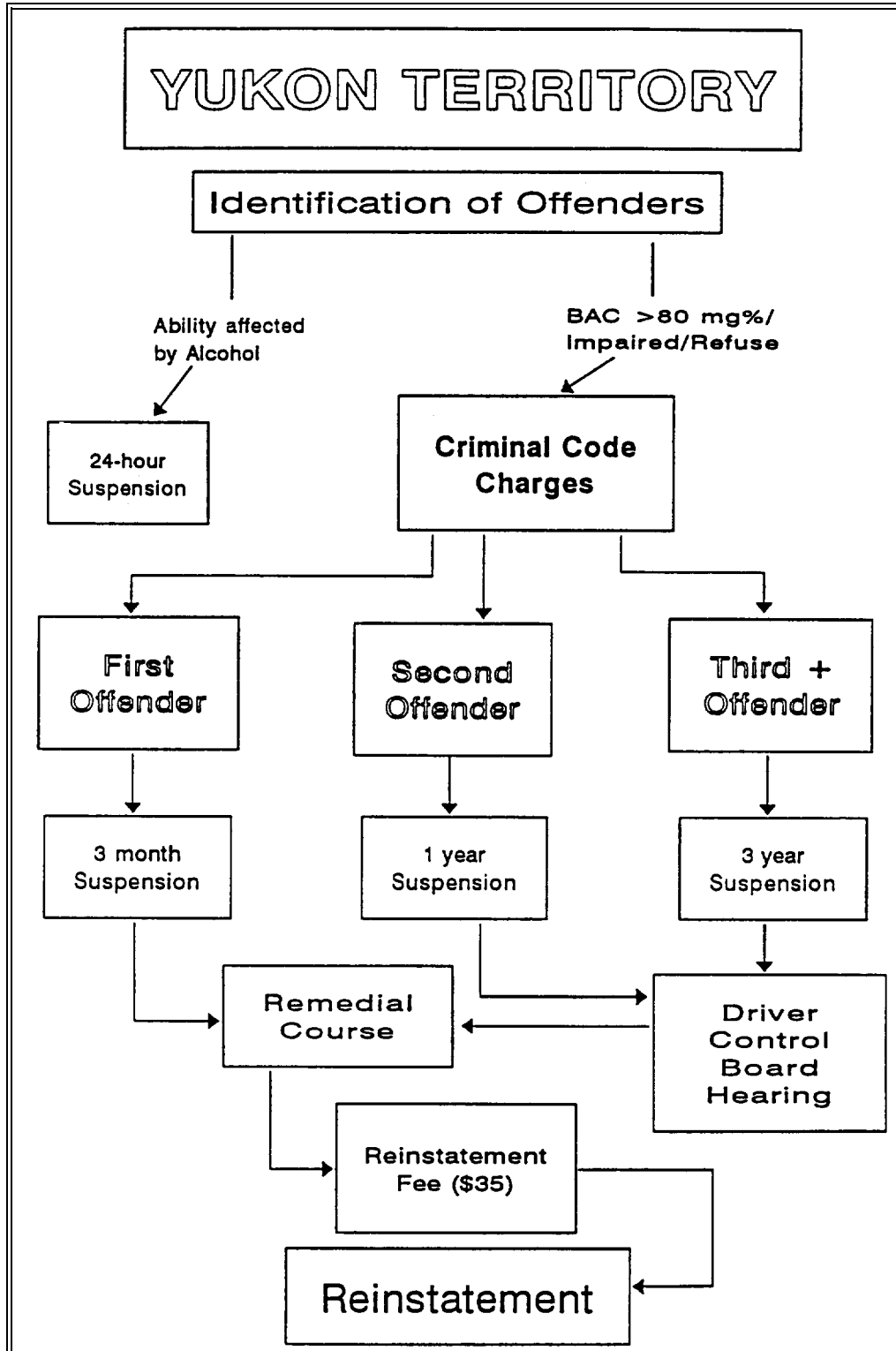
YUKON TERRITORY

Identification of Offenders. Police in the Yukon use random roadchecks and approved screening devices to help enforce impaired driving laws. A police officer can suspend, for a period of 24 hours, the licence of any driver whose ability is affected by alcohol. The threshold BAC for roadside suspensions is 80 mg%. A report of all such suspensions is submitted by the police to Motor Vehicles and a record is made. Information about 24-hour suspensions is used by the courts, the Driver Control Board and the Registrar to help establish the driver's record.

Criminal Code Offences. Drivers convicted of impaired driving under the Criminal Code are subjected to a 3-month suspension for a first offence, 12 months for a second offence, and 3 years for a third offence.

Licence Reinstatement. All offenders are required to serve the complete term of licence suspension, attend a remedial driver's course, and pay a \$35 reinstatement fee. Repeat offenders are also referred to the Driver Control Board for a hearing prior to reinstatement.

Future Initiatives. The Yukon government is presently considering several initiatives including: Graduated Driver Licensing which would include a zero BAC provision for novice drivers; increasing the reinstatement fee to \$100 for a first offence, \$200 for a second offence and \$300 for subsequent offences; and implementing a new repeat violators program. The Whitehorse Correctional Centre is also developing programs for impaired drivers.



NORTHWEST TERRITORIES

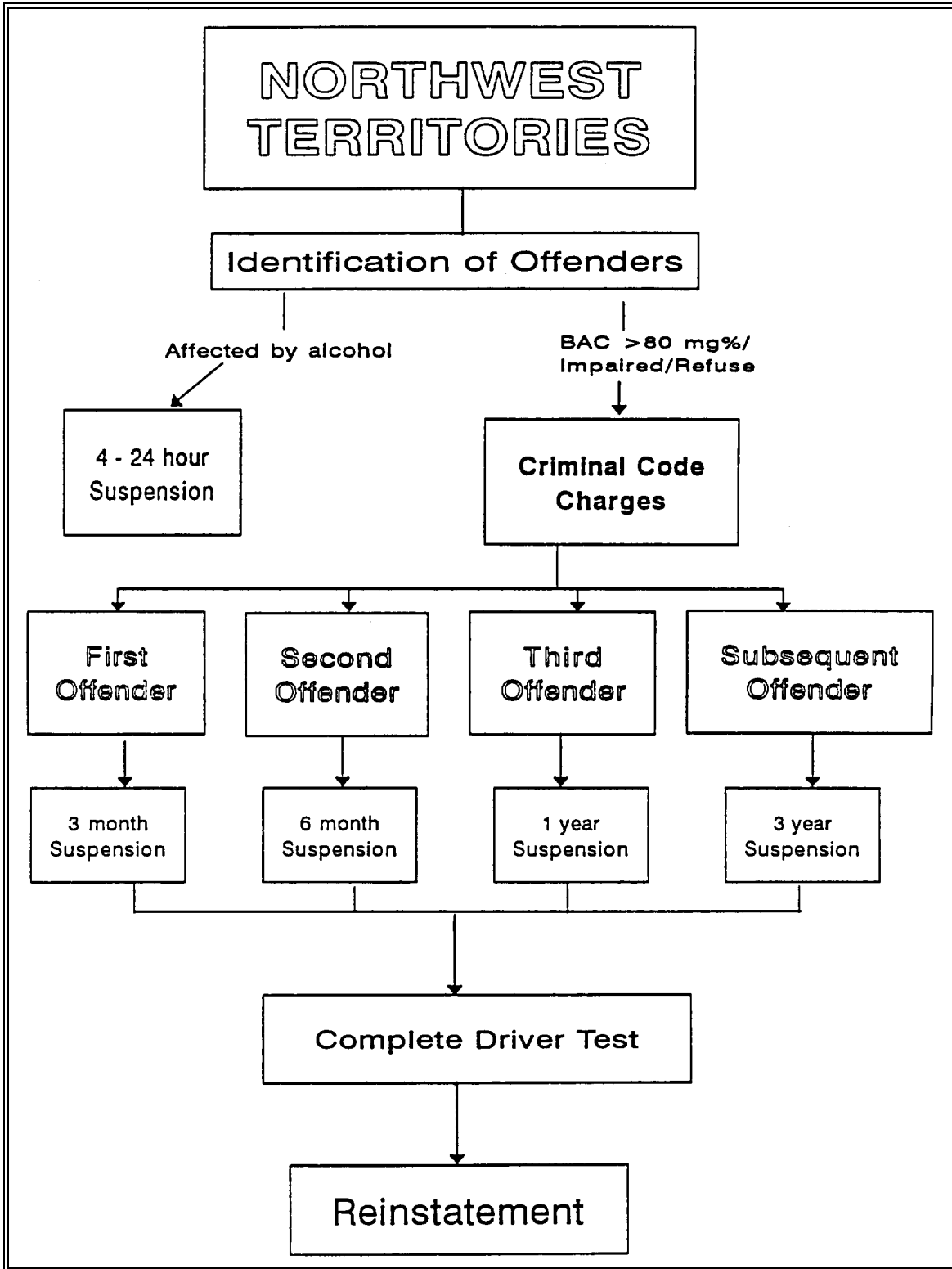
Identification of Offenders. Police in the Northwest Territories use random roadchecks and approved screening devices to help enforce impaired driving laws. A police officer can suspend the licence of any driver whose ability is affected by alcohol for a period of between 4 and 24 hours.

Criminal Code Offences. The mandatory period of licence suspension is 3 months for a first offence, 6 months for a second offence, 12 months for a third offence and 3 years for a subsequent offence.

Licence Reinstatement. To be eligible for reinstatement, drivers must complete the period of suspension and pass a road test. Offenders cannot be reinstated early.

Future Initiatives. A reinstatement fee of \$100 is currently being considered as is an alcohol counselling course for offenders.

Administrative *per se* suspensions, mandatory referral programs and a lower BAC for young offenders are also under consideration.



4.0 PROGRAMS FOR OFFENDERS

Specific measures to prevent convicted impaired drivers from repeating the offence have become extremely widespread, not only in Canada but throughout North America. These measures, often referred to as tertiary prevention efforts, typically involve (1) court-imposed and administrative sanctions and (2) rehabilitation programs. Section 3 outlined the range of judicial and administrative procedures for dealing with DWI offenders in each jurisdiction in Canada, including the types of programs available. This section examines rehabilitation programs in greater detail. It begins with an overview of rehabilitation programs, outlining the three major types of programs -- i.e., education, treatment and assessment. This is followed by examples of each type of program presently available in Canada plus a discussion of other types of programs that are not readily classified into one of the major groups. The section concludes with a discussion of a model rehabilitation program. The complete inventory of programs is contained in Section 5.0.

4.1 Background

During the past two decades, rehabilitation programs for impaired drivers have received increased attention and the range of programs available has expanded steadily. The rationale for this approach is founded on the belief that impaired driving could be best resolved by addressing the underlying problems that give rise to the behaviour -- most often problem drinking. Although there exists substantial overlap among rehabilitation approaches, for purposes of this section three general categories of programs have been distinguished -- education, treatment, and assessment. The rationale and purpose of each approach are outlined below along with a brief discussion of their effectiveness.

4.1.1 Education. The most common rehabilitation programs for impaired drivers are those with a primarily educational focus. While there is a wide variety of formats and methods being used, educational programs typically involve the presentation of information to participants about alcohol, its effects on behaviour, the effects of alcohol on driving ability, and the role of alcohol in motor vehicle crashes. While the curriculum may contain information pertaining to problem drinking, the

modification of drinking patterns is not generally considered a direct focus of the program.

Educational programs have become increasingly popular as a sentencing alternative for convicted impaired drivers. Underlying the educational approach to the rehabilitation of drinking drivers is the assumption that convicted offenders do not possess the knowledge or skills necessary to avoid subsequent offences. Providing offenders with knowledge about alcohol, its effects on behaviour, the relationship between amount consumed and blood alcohol levels, and information about the law concerning alcohol and driving would presumably correct the situation and reduce the incidence of repeat offences. Although intuitively compelling, a major obstacle of this approach lies in the ability to link, either conceptually or empirically, knowledge about alcohol and drinking-driving behaviour.

The first large-scale educational program for drinking drivers was developed in Phoenix in the early 1970s (Stewart and Malfetti, 1970). This program consisted of four, two and one-half hour sessions in which participants were provided with information pertaining to alcohol and its effects in relation to driving. This program, with its initial positive results, provided a model for over 400 similar educational programs in North America (Malfetti, 1975). The content and duration of courses based on the Phoenix model, however, vary considerably. Some programs are conducted in a single session whereas others are spread over thirteen or more sessions.

Although the ultimate objective of educational programs is to reduce the incidence of recidivism among offenders, a more immediate goal is to increase participants' level of knowledge about alcohol and its influence on driving. Studies of educational programs have examined their efficacy in terms of several different criteria or outcome measures including knowledge, attitudes, lifestyle, subsequent accidents, traffic violations, and drinking-driving convictions. Most often studies rely on indices of knowledge and attitude change as outcome measures. While such measures may be valid indicators of immediate program goals, they are indirect indicators of overall program effectiveness in terms of drinking-driving behaviour. Direct measures of traffic safety variables need to be considered in conjunction with other measures to provide a comprehensive assessment of program effectiveness.

In a review of published studies between 1970 and 1982, Mann et al. (1983) found the evidence on the effectiveness of educational programs for drinking drivers to be equivocal. In a later review of studies evaluating educational programs for drinking drivers, Foon (1988) concluded that while some programs have had modest success among lighter drinkers, in general, the effectiveness of such programs is questionable. Some programs report beneficial pre-post changes in knowledge and attitudes towards drinking-driving but little change is evident in personal drinking patterns. In terms of reconviction for a drinking-driving offence and other traffic safety measures, some less rigorously controlled studies have demonstrated beneficial impacts of educational programs, whereas more rigorously studies have not consistently demonstrated strong positive results.

In a rather unique long-term follow-up study, Mann et al., (1993) examined mortality among a group of second offenders 7 to 13 years after being assigned to either a brief educational program or a control condition. Overall, the group of offenders had a higher incidence of mortality than would be expected in the general population. Although the highest number of deaths was among those age 55 to 79 years, the risk of premature death was highest among offenders in the 15 to 34 year age group. When the cause of death was examined, offenders experienced a greater than expected incidence of death due to cerebrovascular disease, liver disease, accidental and violent deaths, and alcohol dependence syndrome.

The comparison of mortality rates between those who attended the educational program and those in the control condition demonstrates the long-term benefits of educational programs. Those who attended the educational program had a significantly lower overall mortality rate and lower mortality from accidental and violent causes than those in the no treatment control condition. There was, however, no difference between the treatment and control groups in terms of deaths due to cirrhosis and alcohol dependence syndrome. The observed differences in causes of death between the groups suggest that educational programs are more beneficial for episodic or early-stage problem drinkers in reducing mortality risk from accidents and violence but that such programs may be of limited value in reducing mortality risk from cirrhosis or alcohol dependence syndrome among those who have a well-established pattern of chronic, heavy alcohol consumption.

The available evidence indicates that the effectiveness of educational programs for convicted impaired drivers is undoubtedly diminished by the heterogeneous mix of the participant population. Many programs are attended by persons convicted of two or more offences, whereas the material presented may be more appropriate for first offenders. Foon (1988) suggests that many course participants may not be suitable intellectually, cognitively, or socially for the nature of the program and will, therefore, fail to derive significant benefit from it. A more efficient and cost-effective approach might be to devise a means of selecting participants for educational programs by matching individual characteristics with the demands and objectives of a particular program.

4.1.2 Alcohol treatment programs. Alcohol treatment programs exemplify the cooperative health-legal approach to dealing with the problem of impaired driving. The general rationale for having offenders attend treatment is based on the belief that an impaired driving conviction is a manifestation of a drinking problem or at least an early warning of an impending problem. Alcohol abuse might very well pervade all aspects of the individual's life but has only come to public attention as a result of a conviction for impaired driving. From a public health perspective, arrests for impaired driving could serve as a mechanism for the early identification of problem drinkers. Offenders could then be directed into the health care system for treatment. From a legal perspective, reducing the extent of problem drinking and/or the alcohol problem through treatment should decrease the incidence of recidivism by reducing the likelihood of drinking to excess.

Approaches to the treatment of alcohol abuse are numerous and vary greatly both conceptually and in practice. No one approach seems to have emerged as the most efficient or effective for all types of problem drinkers. Alcohol treatment programs for convicted DWI offenders are generally modelled after or are part of those developed for problem drinkers from the general population. They can include individual and group counselling, inpatient treatment, Alcoholics Anonymous, disulfiram therapy, behaviour modification, as well as social-cognitive approaches. The length of treatment can also range from a few sessions to several months to a year or more.

In general, the evaluation of alcohol rehabilitation programs for impaired drivers is constrained to the same extent and by the same factors as the evaluation of treatment for alcohol dependence. The assessment and diagnosis of the extent of alcohol abuse,

follow-up measures, and outcome criteria remain significant problems. In general, treatment programs for alcohol abuse have limited success. This is not to suggest that treatment is not effective. Indeed, in a recent review of the literature, Eliany and Rush (1992) indicate that 50-65% of individuals receiving treatment show some evidence of improvement at follow-up. About half of those who are improved will be abstinent or will have substantially reduced their consumption. Nevertheless, a large proportion of those who enter treatment suffer a relapse at some point and return to their previous patterns of consumption. While relapses may have little bearing on the long-term success rate of a treatment program, such relapses may contribute substantially to DWI recidivism, thereby reducing the apparent effectiveness of treatment for offenders. In the long term, however, the individual and societal benefits of treatment programs are significant.

The selection of drinking drivers for participation in alcohol rehabilitation programs continues to be a difficult and often contentious issue. Typically, only those offenders who appear to present the most severe problems associated with alcohol abuse are referred for treatment. Significant differences between treatment and comparison groups prior to intervention often render interpretation of findings tentative and inconclusive (e.g., Salzberg and Klingberg, 1982). Moreover, where an assessment of the extent of alcohol problems is required, the classification into problem versus non-problem groups is often performed by personnel untrained in clinical assessment and diagnosis procedures using instruments with questionable predictive and concurrent validity (Mann et al., 1983).

The ultimate objective of alcohol treatment programs is often to eliminate the dependence on alcohol. The *harm reduction* approach to alcohol problems, however, embodies a recognition that full abandonment of alcohol use is often too lofty a goal for the majority of clients who are not ready for treatment, and that short of abstinence, public health goals can be significantly advanced by minimizing aspects of risk. This approach has particular relevance for the population of DWI offenders who are at risk of repeating the offence and possibly becoming involved in a crash should they continue to drink to excess and drive afterwards. An intermediate goal of treatment for this population that is consistent with the harm reduction approach is a reduction in the incidence of recidivism and alcohol-related crash involvement. Changes in patterns of alcohol consumption as well as improvements in attitude and lifestyle measures might be considered as longer term goals of treatment. Traffic safety measures, including

alcohol-related indices, are one step removed from the ultimate goals of alcohol treatment but are nevertheless important objectives of such programs for DWI offenders.

In their respective reviews of alcohol treatment programs for convicted impaired drivers, both Foon (1988) and Mann et al. (1983) concluded that alcohol treatment programs for DWI offenders have not provided definitive evidence of their effectiveness. Although many studies showed that knowledge and attitude measures were often beneficially influenced by treatment, alcohol consumption and related lifestyle behaviours proved difficult to change, especially in the short term. Traffic safety measures, including drinking-driving convictions, however, showed "sufficient positive changes among participants in treatment to warrant further study" (Mann et al., 1983 p. 457).

As noted earlier, offenders directed to an alcohol treatment program are typically those repeat offenders who display the most severe signs of dependence. Greater success in treatment may be afforded those with less severe problems. The matching of different types of treatment with specific subtypes of offenders may be the most efficient and effective approach.

4.1.3 Assessment Programs. The effectiveness of rehabilitation programs for DWI offenders is undoubtedly diminished by the heterogeneous mix of the participant population. Not all offenders exhibit the same types of problems or necessarily to the same degree. Assignment to programs is often based on *a priori* assumptions about clients and treatments. Although in certain cases some attempt is made to match clients' needs with program objectives, routine assessment of offenders prior to assignment to rehabilitation is still the exception rather than the norm.

Assessment programs seek to identify the type and severity of problems experienced by DWI offenders and to use this information to assign participants to rehabilitation programs. The assessment process may involve the completion of standardized questionnaires, interviews, clinical opinion and/or medical tests. These procedures typically focus on the participant's involvement with alcohol and or drugs. Recent research, however, suggests that such assessments should be more comprehensive and include other areas such as depression, thrill-seeking, hostility, aggression, and social/personal problems (e.g. Donovan et al., 1988; Wilson, 1991). Ideally, such

assessments should be performed by well-trained, experienced professionals using valid and reliable assessment instruments and techniques.

On the basis of the results of the assessment, offenders should be directed to the rehabilitation program(s) that most directly match the type and severity of their problem(s). This requires a variety of rehabilitation programs be available and that there exists a means to ensure that offenders access the resources to which they have been directed.

4.1.4 Summary and conclusion. There have been a great number of studies that have examined the effectiveness of rehabilitation programs for DWI offenders. Unfortunately, the research in this area precludes strong statements regarding the efficacy of these programs. Nevertheless, *the repeated demonstration of small positive benefits of countermeasure programs warrants continued efforts.* And, while the magnitude of the effect of rehabilitation programs -- typically 10-15% improvement -- may not match our expectations, it is nonetheless substantial and important. Effects of this magnitude in the field of traffic safety can yield significant benefits when translated into reduced crashes, deaths and injuries.

Studies examining the effectiveness of rehabilitation programs for DWI offenders undoubtedly underestimate the beneficial effects. For example, programs that are attended by a very heterogeneous offender population may show very small or no overall improvement. The true effect of the program might well be reduced by the fact that it is inappropriate for certain types of offenders. Selective matching of offenders to treatments would provide a more direct demonstration of the beneficial effects of programs. This, however, requires a systematic program of assessment for all offenders.

4.2 DWI Offender Programs in Canada

The survey of jurisdictions provided information on a wide array of programs for convicted DWI offenders. Many of these programs have been specifically developed for persons convicted of an impaired driving offence; others are intended for a more general substance abuse population but are often accessed by DWI offenders. This section describes examples of the three major types of programs -- education, treatment

and assessment -- as well as other types of programs currently available in Canada for convicted impaired drivers. Those selected for inclusion in this section represent established programs for which there was sufficient documentation available to provide a reasonable description of its goals, objectives and operation. To a large extent, the programs described have also been the subject of an evaluation study, the findings from which are also presented. The complete inventory of DWI offender programs is contained in Section 5.

4.2.1 Educational Programs. Educational programs are perhaps the most common type of program available for DWI offenders in Canada. Several jurisdictions have mandatory educational programs for DWI offenders; others have programs available but attendance is usually only required of those directed by a judge to do so. Educational programs are generally offered in one of two formats: (1) a one-day workshop or (2) several weekly sessions of 2-3 hours duration. This section describes one of each type of program: Alberta's Planning Ahead Program; and Saskatchewan's Driving Without Impairment Program. Although not the only such programs available in Canada, they were selected for inclusion here because they are well-established programs that have a standardized, consistent delivery across the province, and have sufficient documentation available to allow a detailed description.

◆ **Planning Ahead.** The *Planning Ahead* program in Alberta provides an example of a one-day educational workshop that has been in existence for many years. It originated in 1970 when the province of Alberta implemented the Alberta Impaired Drivers' Course (AIDC), an educational program for convicted DWI offenders. This program was intended as a way of providing offenders with an opportunity to plan ways to separate drinking from driving. The original program was a modified version of the Phoenix model (Stewart and Malfetti, 1970).

Initially, offenders were required to attend the AIDC as a condition of probation. In 1977, attendance at the course became a condition of licence reinstatement for persons convicted of a first DWI offence. Over the years, the course has been subjected to periodic reviews and has been revised and updated accordingly. The program, presently called *Planning Ahead*, consists of a one-day workshop sponsored by Alberta Justice and administered by the Alberta Motor Association. In 1993, 405 courses were delivered throughout the province to approximately 6,800 DWI offenders. The course is operated on a user-pay basis -- the current fee is \$90.

Over the course of the workshop, the areas covered include: impaired driving laws; the impairing effects of alcohol; estimating BAC; the causes of driving while impaired; and separating drinking and driving. The goals of the program are:

- ◆ to provide participants with information about the law, impairment, alcohol use, and licence reinstatement;
- ◆ to provide a context for participants to evaluate their drinking and driving, and to develop ways they personally can avoid impaired driving in the future;
- ◆ to promote awareness of additional sources of help and advice about healthy lifestyles, especially those related to drinking; and,
- ◆ to promote healthy and responsible use of alcohol, especially in relation to driving.

The course does not presume that all first offenders have alcohol problems or are alcohol dependent. The program recognizes that social, attitudinal and behaviour factors can render some people more likely to be arrested for impaired driving than others. The course addresses such factors in discussions of the causes of impaired driving and strategies to prevent subsequent occurrences of the behaviour.

The instructional approach is based on the premise that participants learn through discovery -- seeking out facts and drawing conclusions from the information and activities provided. The instructor serves as a facilitator, encouraging active participation, structuring activities, and guiding participants through various exercises.

The course has been standardized so as to ensure consistent delivery in many centers across the province. An instructor's manual is available and all participants are provided with a copy of the Participant Handbook.

Prior to general implementation across the province, a pilot test of the revised curriculum for the Planning Ahead course was evaluated (Jeune and Badovinac 1987). Telephone interviews were conducted with 73 participants registered for the revised program during the week prior to attendance. Questionnaires covering the same material were completed by 54 participants immediately following completion of the program.

The results revealed high pre-course knowledge about drinking and driving which left little opportunity for improvement. Behavioural intention to refrain from driving after drinking was higher at post-test but the perceived risk of apprehension for impaired driving was lower. Although encouraging, these findings are too limited to be taken as evidence of the effectiveness of the program.

One-day educational workshops for DWI offenders are also available in New Brunswick (Auto Control), Prince Edward Island (Driver Rehabilitation Course - DR1), Quebec (Alcofrein) and Manitoba (Impaired Drivers' Educational Workshop). Newfoundland and Nova Scotia are presently considering the implementation of similar programs.

◆ ***The Driving Without Impairment Program.*** The *Driving Without Impairment (DWI) Program* in Saskatchewan, implemented in the late 1970s, was also modelled on the Phoenix program (Stewart and Malfetti, 1970). It is an example of a well-established educational program for first-time offenders that consists of 8 weekly sessions of 2 hours duration. To meet the needs of some clients, the program is also offered in a two-day weekend format.

First offenders who have served at least three months of the mandatory 6-month period of disqualification and who have served the full term of the court-ordered prohibition from driving are eligible for early licence reinstatement provided they complete the DWI Program. Some participants are ordered by a judge to attend. The fee for the course is \$150 and is paid by the offender. The program is a cooperative effort between Saskatchewan Government Insurance and local community organizations. Approximately 2,000 offenders complete the course each year.

The objectives of the program are:

- ◆ to provide information on the consequences of drinking and driving;
- ◆ to consider the reasons people drink and drive; and,
- ◆ to assist in finding alternatives to drinking and driving.

Over the course of the program participants come to understand why drinking and driving must be separated, learn how alcohol and other drugs affect driving abilities, become aware of community resources, learn about the legal, social and moral

consequences of impaired driving, and develop a better understanding of the law. A unique feature of the Saskatchewan program is the linking of specific driving tasks and abilities with the impairing effects of alcohol to explain precisely the effect of alcohol on driving.

The course has been standardized so as to ensure consistent delivery in many centers across the province. An Administration Manual and Curriculum Guide are available.

The effectiveness of the DWI program was evaluated in a recent study conducted by TIRF (1990). The study examined driver records for evidence of repeat offences among 12,842 first offenders who had taken the course and 14,709 first offenders who had not. The rate of recidivism among the two groups were compared at various intervals up to five years after the date of the first conviction. In all cases, the group that had attended the DWI course had a significantly lower recidivism rate than the group who had not. After five years, 17% of the DWI course group had been reconvicted of impaired driving compared to 29% of those who had not taken the course. The results, however, were qualified by the fact that offenders were not randomly assigned to the DWI course but were, indeed, self-selected. For whatever reason, those who attended the course may have been more motivated to change their behaviour and, hence, more likely to benefit from the program. Notwithstanding this caveat, the results are one of the only demonstrations of a positive impact on recidivism of an educational program.

Educational programs that take place over several sessions are also available in Nova Scotia (DWI Second Offenders Program Level I), Prince Edward Island (Driver Rehabilitation Course - DR2), and in several communities across Ontario.

4.2.2 Treatment Programs. Although alcohol treatment programs are generally available across Canada, very few treatment programs have been specifically developed for, or utilized by, convicted DWI offenders. Notable exceptions include the *Impaired Driver Treatment Program* at the St. Louis Alcoholism Rehabilitation Centre in Saskatchewan, the *IMPACT* program in Alberta, and the *Auto Control Plus* program in New Brunswick. This section describes the former two programs in greater detail. These represent examples of well-established programs that have sufficient documentation available to permit a detailed description.

Although described as treatment programs in this report, many of the programs in this category might be more appropriately referred to as "treatment readiness" programs. Although the programs contain treatment components, complete recovery cannot be expected over the course of these relatively brief programs. One of the principal objectives of these programs is to initiate the treatment process by having participants recognize the extent of their involvement with alcohol and the effects this involvement has had on their lives. At the conclusion of these programs, clients are typically provided with recommendations for follow-up treatment. Two programs -- the Impaired Driver Treatment Program and *IMPACT* -- are described below.

◆ ***The St. Louis Impaired Driver Treatment Program.*** The *Impaired Driver Treatment Program* at the St. Louis Rehabilitation Centre in Saskatchewan provides an alternative to incarceration for persons convicted of a repeat DWI offence. Offenders are referred by Corrections Branch by means of a pre-sentence placement report to the court. On completion of the St. Louis program, staff may recommend an early release if the client is motivated to change. The program is supported by Saskatchewan Health and Saskatchewan Justice with subsidies from the Federal Government.

The program consists of 14 days (in-patient) of group and individual counselling and assessments. The goals of the program are:

- ◆ to keep the impaired driver off the highways and to separate the act of drinking and driving;
- ◆ to identify the client's present stage of addiction; and,
- ◆ to identify the client's present stage of recovery.

Through the course of the program a concerted effort is made to help the client understand the extent to which alcohol has affected his or her life and to realize what will happen if they continue their present pattern of drinking. In addition, clients are provided with information about alcohol and its effects and are taught coping skills. All of this activity is intended to motivate the client into recovery.

An evaluation of this program conducted by Whitehead et al. (1984) matched 262 offenders in the St. Louis program with offenders who served their time in jail. Follow-up data were available for 77% of the sample 25 months after discharge. Participants in the St. Louis program were generally positive about the program and

believed that it had helped them to see the destructive influence of alcohol on their lives. The key measure used in this evaluation, however, was the number of days following release from either St. Louis or jail before coming to the attention of correctional services for the commission of another offence. In terms of impaired driving offences, there was no difference between offenders in the St. Louis program and other offenders who served their time in jail. The St. Louis group, however, did better than the control group in terms of Liquor Act and other offences.

The findings from the evaluation do not provide unqualified support for the effectiveness of the St. Louis Program, at least in the short term. Admittedly, the evaluation is somewhat dated. As well, the admission process may select participants who may not necessarily be representative of all DWI offenders. Another more recent evaluation of the St. Louis program has been conducted but the results have not as yet been made available.

◆ **IMPACT.** The *IMPACT* program in Alberta provides an example of another type of treatment program for DWI offenders. *IMPACT* is an intensive, residential, weekend experience for persons convicted of second or subsequent DWI offence. *IMPACT*, first implemented in 1985, was modelled after the Weekend Intervention Program (WIP) developed by Harvey Siegal in Ohio (Siegal, 1985; 1987).

Attendance at *IMPACT* is a mandatory requirement for licence reinstatement among repeat offenders in Alberta. The cost of the program is \$190 which is paid by the offender. The program is administered by Alberta Justice and is delivered by the Alberta Motor Association.

As stated previously, *IMPACT* is perhaps best described as a "treatment readiness" program. Over the course of the weekend, participants engage in a process of self-examination to achieve personal insight into their alcohol and drug-related behaviours. Differential assessment and active participant involvement are the cornerstones of the program. *IMPACT* is designed to promote lifestyle changes and to increase the probability that participants will take action to deal with their problems as needed. This is accomplished by assisting individuals to develop an understanding of their substance use and abuse, and outlining possible action strategies and treatment options.

The goals of the *IMPACT* program are:

- (1) to establish conditions that lead participants to look at the consequences of their mood altering drug use;
- (2) to differentially assess and document participants' level and pattern of mood altering drug use and the extent of the effects of that use in major life areas;
- (3) to identify the future needs of each participant and present appropriate action plans and alternatives to impaired driving;
- (4) to establish conditions that lead participants to accept and implement actions plans and alternatives to impaired driving;
- (5) to provide an accurate summary report of the assessment and recommendations for participants and others; and
- (6) to reduce the incidence of mood altering drug-related problems, particularly impaired driving, among participants.

The guiding philosophy of the *IMPACT* program is derived from some of the basic components of a social learning model of addictions, a family intervention model, and the health belief model. The social learning model suggests that lifestyle change is an integral component of rehabilitation. The family intervention model requires that individuals be removed from their daily environment in order to examine their alcohol and drug use and its effects on their lives. The health belief model states that the likelihood of attending treatment depends on levels of motivation and knowledge about alcohol abuse, treatment efficacy and accessibility and self-perceptions of personal health status.

Over the course of this highly structured weekend, there are approximately 25 hours of programmed activities, including small group interaction, lectures, films, assessments, and individual interviews. Small group interaction comprises approximately 12 hours of the weekend. During these sessions participants share experiences, challenge each other and begin to understand the extent of alcohol's influence on all aspects of their lives.

As well, participants complete several standardized assessment instruments, including the Inventory of Drinking Situations (Annis et al., 1987) and the Alcohol Use Inventory (Horn et al., 1990). In addition, participants complete a brief alcohol and lifestyle questionnaire. An interview is held with each participant to explain the results of the assessment and to obtain any clarification about certain aspects of the

participants' drinking and drug use that are unclear or appear inconsistent. A summary of the assessment is prepared by program staff and presented to the client along with recommendations for treatment follow-up.

A series of program development studies on *IMPACT* (Jeune et al., 1988) included an evaluation of changes in knowledge, attitudes, self-esteem, and behavioural intentions and a follow-up study on impaired driving behaviour and referral recommendations. The former study examined pre-post changes among 213 *IMPACT* participants in knowledge, attitudes, self-esteem and behavioural intentions to drive after drinking. Small, favourable changes were found in all four areas following completion of the *IMPACT* program. Participants assessed as dependent on alcohol showed less change than those assessed as social drinkers or harmfully involved with alcohol. It was noted, however, that prior to the program, participants exhibited high levels of knowledge about alcohol and the majority (80%) had high pre-test behavioural intentions not to drive after drinking.

The second study involved a telephone survey of 59 *IMPACT* participants one-year after completing the program. Of those surveyed, 66% reported less alcohol use and 14% indicated they no longer drove while impaired. Only 12% indicated that *IMPACT* had no positive influence on their lives. When asked about the assessment provided by *IMPACT* staff at the conclusion of the program, 32% disagreed with some part of it (e.g., recommended referral). Interestingly, although *IMPACT* records indicated that 55 of the 59 study participants were given a referral, 44% said they received no referral recommendation. Of those who said they were given a referral, 42% indicated that they followed through with the treatment recommendations; 35% said they felt they could handle it on their own. In the year following completion of the *IMPACT* program, only 4 of the 59 study participants indicated that they had been re-arrested for impaired driving.

A recent outcome study involving a randomly selected group of 505 *IMPACT* participants conducted 1.5 to 2.5 years following program completion reported that 12% had been reconvicted of impaired driving (Heubert, 1990; Parsons et al., 1993). Telephone interviews conducted with a sample of 167 of the original 505 participants found reduced quantity and frequency of consumption, with 46% reporting periods of abstinence during the follow-up interval. Participants also reported improved physical health as well as improvements in work, family and social life. Approximately 38% of

respondents indicated that since attending *IMPACT* they had driven after consuming two or more drinks in the previous hour.

All these studies, although encouraging, fail to provide unequivocal evidence of the effectiveness of the program. In the absence of a comparison group of repeat offenders who did not attend *IMPACT*, it is impossible to state whether or not the observed results would have occurred in the absence of *IMPACT*.

4.2.3 Assessment Programs. In recent years there has been increased recognition of the need to assess the level of DWI offenders' involvement with alcohol as a means to determine the most appropriate rehabilitation option. This approach goes beyond classifying offenders solely on the basis of the number of convictions and explicitly recognizes that not all offenders are alike and thus are likely to respond in different ways to a variety of sanctions. Determining the extent of offenders' alcohol and other problems becomes the key element in rehabilitation.

◆ ***The Manitoba Impaired Drivers' Program.*** Manitoba is the only province that requires all DWI offenders to file a report of alcohol and drug use from a recognized agency involved in alcohol/drug assessment and treatment. The assessment also forms the basis for referral to a rehabilitation program. On completion of the recommended program, offenders must file a satisfactory report on their alcohol and drug use before reinstatement.

Assessments are conducted by the Addictions Foundation of Manitoba. The process takes at least an hour but can vary depending on the individual and extent of the problem. Assessment techniques employed include standardized instruments such as the Substance Abuse Life Circumstances Evaluation (SALCE) and the Mortimer-Filkins Questionnaire (M-F) which are supplemented by clinical interviews. The cost to the offender is \$240.

The primary objective of the assessment is to determine the nature and extent of the offender's involvement with alcohol and/or other drugs. The assessment results are used as the basis to recommend a rehabilitation program. Offenders with no identified problems do not receive a referral to a rehabilitation program. Those with a potential problem are directed to either an educational workshop or a high-risk program. Those with an active problem are referred to either residential or non-residential treatment.

The Manitoba Impaired Drivers' Program is actually a comprehensive system of assessment, rehabilitation and follow-up that is integrated with the driver licensing system to help ensure that: (1) individuals receive the treatment most appropriate to their level of involvement with alcohol and/or drugs; and, (2) persons with active alcohol problems do not automatically become reinstated as drivers.

In a follow-up study of 710 program participants conducted six months after assessment, Ambtman (1990) found at least some indication of fewer alcohol problems among offenders following program participation. More clients reported not having had a drink (23%) in the six months after assessment than in the six months prior to assessment. Self-reported drinking and driving behaviour in the previous month, however, actually increased from 2.4% before assessment to 10.5% afterwards. Those with a permanent licence at the time of follow-up were more likely than those with a temporary licence or no licence to report driving after drinking. An examination of the differential impact of the various rehabilitation programs revealed few differences among groups with the exception that offenders referred to the treatment program showed the greatest change in alcohol consumption. The very short period of the follow-up and the lack of a comparison group make it difficult to draw firm conclusions from these findings.

4.2.4 Other Programs. In addition to the three types of rehabilitation programs described above, some jurisdictions have implemented other measures and programs to supplement existing procedures and programs. These include vehicle impoundment and alcohol ignition interlocks.

◆ **Vehicle seizure/impoundment.** Typically, persons caught driving while under suspension have their period of suspension lengthened -- a rather hollow gesture. Both Manitoba and Alberta, however, have legislation that allows a police officer to seize and impound the vehicle of any person found to be driving while their licence is suspended. This program is intended as a form of incapacitation, to help reduce the incidence of driving by those offenders who have violated their suspension. The vehicle being driven is seized by the police and suspended for a period of 30 days. Vehicle seizure enhances licence suspensions by adding the threat of losing one's vehicle as a punishment for driving under suspension.

◆ **Alcohol Ignition Interlocks.** Alberta is the only province in Canada to have an active alcohol ignition interlock program for DWI offenders. An alcohol ignition interlock is essentially a breath alcohol test device installed in the offender's vehicle that prevents the vehicle from starting if the driver has a BAC in excess of 30 mg%. Offenders who have served the court-ordered prohibition from driving and have met all conditions of licence reinstatement may make application to the Driver Control Board to be placed on the interlock program and be granted a restricted licence. Participants must bear all costs associated with installation and maintenance of the interlock. Participation in the interlock program is for a minimum of six months.

The alcohol ignition interlock is intended to reduce the likelihood of convicted offenders repeating the offence by placing a technological barrier between the drinker and the operation of the vehicle. The interlock serves to reinforce sober driving and compels the individual to develop and practise alternative strategies to driving after drinking.

Interlock can also serve as a useful adjunct to treatment. It is not uncommon for persons recovering from alcohol dependence to have one or more relapse episodes. The ignition interlock helps to prevent such occasions from turning into an impaired driving incident. The requirement for offenders to return to the service centre for routine maintenance of the interlock device provides an opportunity for regular monitoring of an offender's success with the program.

The interlock program in Alberta has been operating since 1989. It has undergone many refinements over the years and has recently been given permanent status. The program takes advantage of the most recent innovations in breath test technology and in many respects is a model program. The program, however, has not been subjected to a rigorous evaluation.

Evaluations of interlock programs in the United States have demonstrated the overall value of the system in reducing recidivism (e.g., Elliott et al., 1993; EMT Group, 1990; Morse and Elliott, 1990; 1992; 1993). For example, Morse and Elliott (1990; 1992; 1993) indicate that recidivism among offenders who participated in the interlock program was 65% lower than that of offenders who did not participate.

4.3 A Model Program

Determining what constitutes a "good" program is by no means an easy or simple task. There are many elements of a program that need to be considered in determining its adequacy -- e.g., content, materials, approach, instructors, effectiveness. These elements take on different importance for each of the various types of programs available. In general, however, the best programs are considered to be those that are (1) based on a consistent philosophy, orientation, or theory; (2) delivered by trained, competent, and dedicated professionals; (3) delivered consistently and uniformly to all participants; (4) sufficiently flexible to allow participants to explore issues of concern to them; (5) subjected to routine monitoring to ensure consistency and quality in delivery as well to identify problems and recommend solutions; (6) effective in achieving their stated objectives. Many of these qualities are found in the programs described in this section.

In developing programs it must be recognized that DWI offenders are a very heterogeneous group. One program, no matter how well developed and delivered, is unlikely to meet the needs of all types of offenders. In this respect, many programs continue to distinguish between offenders on the basis of the number of convictions. While in general first offenders tend to exhibit less severe problems than repeat offenders, there is tremendous overlap between the two offender populations. Although first offenders may have only been apprehended for impaired driving once they may have committed the offence on numerous occasions in the past and, indeed, may have a chronic problem with alcohol abuse. Assignment to rehabilitation programs, then, should more appropriately be based on the extent and nature of the problems experienced by the offender and not on the number of times the offender has been convicted.

Evaluation studies of DWI offender programs have repeatedly stated that the effectiveness of such programs is limited by the diversity of the participant population. Some types of offenders are simply unable to benefit from certain types of programs. For example, chronic alcoholics are unlikely to derive substantial benefit from an educational program. It is more appropriate to direct such individuals to an alcohol treatment program. This selective matching of offenders with specific programs based

on identified needs is consistent with the treatment matching approach that is gaining prominence in the alcohol dependence field.

The success of the treatment matching approach applied to the rehabilitation of DWI offenders relies on the systematic assessment of all offenders. This assessment should be as comprehensive as possible, covering a broad spectrum of potential problem areas including -- but not necessarily limited to -- patterns of alcohol use, life circumstances and stresses, family relationships, propensity towards risk taking, aggressive and hostile tendencies, and depression. The results from the assessment are then used to make recommendations about rehabilitation options.

The second critical element in this approach is the availability of programs to meet the specific needs of subgroups of offenders. These programs may be developed especially for DWI offenders or they may be existing programs in the community to meet common needs of the general population. Some offenders may be directed to one or more programs; for others, the appropriate recommendation may be no referral. By dealing with the identified needs of offenders, rehabilitation programs can be made more efficient and effective.

The third element in a model program is a system of routine and periodic monitoring of offenders through the process of assessment, rehabilitation and licence reinstatement. This case monitoring approach serves not only to help guide offenders through the seemingly bewildering array of agencies and programs, but also to provide individual counselling, coaching and encouragement to offenders as they undertake what may be profound life changes during their period of recovery. Case monitors can also identify and deal with potential or emerging difficulties that may interfere with successful rehabilitation.

During the process of recovery, offenders may experience one or more periods of relapse. The stress and pressures associated with changing established patterns of behaviour may cause an offender to return to former drinking patterns. Others may simply be reluctant to change. Any of these situations may result in a subsequent impaired driving incident with the potential for arrest and/or crash involvement. Alcohol ignition interlock devices can serve as an effective adjunct to rehabilitation programs by preventing drinking episodes from becoming an impaired driving incident.

It is highly recommended that an alcohol ignition interlock program be incorporated as part of a comprehensive system for dealing with DWI offenders.

The final element in a model program involves the integration of assessment and rehabilitation with the driver licensing system. Assessment and rehabilitation should become mandatory requirements for licence reinstatement for all offenders. Driver licensing authorities can issue restricted or permanent licences to those whose use of alcohol no longer presents as great a risk on the road. Periodic follow-up reports can also be required to ensure that offenders continue to meet program goals and expectations.

At present, no jurisdiction in Canada has such a comprehensive system for dealing with DWI offenders. Various elements of such a system are in place throughout the country, with Manitoba having a system that most closely resembles this ideal system. The efficient and effective management of DWI offenders requires an integrated system. Programs developed and implemented independently or without consideration of the whole process involved in dealing with offenders can be of only limited utility. Jurisdictions contemplating changes to DWI programs need to consider the overall system and to ensure that there is cooperation and integration among the various stakeholders and systems.

5.0 INVENTORY OF PROGRAMS

This section provides a summary of each of the DWI offender programs identified as part of the survey of provinces and territories. While every attempt has been made to be as comprehensive as possible, some programs have not been included. First, because the focus was on programs primarily intended for DWI offenders, no attempt has been made to describe the full range of addiction treatment services in each jurisdiction. Second, some smaller, community-based programs may have been missed in our survey. Others may have simply failed to respond to our request for information.

Each program is summarized on a separate page. This summary contains information on the target group, the type and format of the program, the cost, the objectives, major areas of focus, and the name and address of a contact person.

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| NEWFOUNDLAND | | | |
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| Program Name: | (under development) | | |
| Program Targets: | Convicted impaired drivers | | |
| Mandatory for Licence Reinstatement: | Yes | | |
| Type/Format: | Educational/Group | | |
| Sponsor: | Dept. Works, Serv. & Trans. | | |
| Cost per Participant: | not stated | | |
| Delivered by: | Dept. of Work, Services and Transportation | | |
| Assessment Instruments Used: | under consideration for subsequent offenders | | |
| No. of participants per year: | New program | | |
| Pct. who complete program: | New program | | |
| Duration of Program Activities: | 3-4 hours (one session) | | |
| How often Program Offered: | Regionally-based on demand | | |
| Materials Available: | No | | |
| Objectives: | to be determined | | |
| Areas of Focus: | to be determined | | |
| Comments: | This is a proposed program still under development. | | |
| Evaluations: | N/A | | |
| Contact: | <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> Beverley Clarke P.O. Box 8700 Department of Health St. John's, Newfoundland Phone: (709) 729-0623 FAX: (709) 729-5824 </td> <td style="width: 50%; vertical-align: top;"> Thomas Beckett Director of Policy & Planning Dept. of Works, Services and Transportation P.O. Box 8700 St. John's, Nfld. A1B 4J6 </td> </tr> </table> | Beverley Clarke P.O. Box 8700 Department of Health St. John's, Newfoundland Phone: (709) 729-0623 FAX: (709) 729-5824 | Thomas Beckett Director of Policy & Planning Dept. of Works, Services and Transportation P.O. Box 8700 St. John's, Nfld. A1B 4J6 |
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| PRINCE EDWARD ISLAND | | | |
|--------------------------------------|--|--|--|
| Program Name: | | Driver Rehabilitation Course for first-time Offenders (DR1) | |
| Program Targets: | First offenders | Mandatory for Licence Reinstatement: | Yes |
| Type/Format: | Educational/Group | Sponsor: | PEI Government |
| Cost per Participant: | \$0 | Delivered by: | Driver Rehab. Program Highway Safety Division |
| Assessment Instructions Used: | Interviews, alcohol questionnaire, driving profile | No. of participants per year: | 244 |
| Pct. who complete program: | 89% | Duration of Program Activities: | 3 hours (one session) |
| How often Program Offered: | once a month (various locations) | Materials Available: | No |
| Objectives: | 1. Education. 2. Safety awareness. 3. Addiction awareness. | | |
| Areas of Focus: | 1. Knowledge about alcohol and alcohol abuse. 2. Consequences of future convictions. | | |
| Comments: | This is a brief, one-session educational program A reinstatement fee applies | | |
| Evaluations: | On an ongoing basis. | | |
| Contact: | Carson E. Jay c/o Highway Safety division P.O. Box 000 Charlottetown, PEI C1A 7N8 Phone: (902) 368-5211 FAX: (902) 368-5236 | | |

| PRINCE EDWARD ISLAND | | | |
|--------------------------------------|---|---|--|
| Program Name: | | Driver Rehabilitation Course for Second-Time Offenders (DR2) | |
| Program Targets: | Second offenders | Mandatory for Licence Reinstatement: | Yes |
| Type/Format: | Education/Group | Sponsor: | PEI Government |
| Cost per Participant: | \$0 | Delivered by: | Driver Rehab. Program Highway Safety Division |
| Assessment Instructions Used: | Interviews, alcohol questionnaire, driving profile | No. of participants per year: | 192 |
| Pct. who complete program: | 44% | Duration of Program Activities: | 8 hours (several sessions) |
| How often Program Offered: | once a month (various locations) | Materials Available: | No |
| Objectives: | 1. Education. 2. Safety awareness. 3. Addiction awareness. | | |
| Areas of Focus: | 1. Knowledge about alcohol and alcohol abuse. 2. Consequences of future convictions. | | |
| Comments: | This is a more intensive educational program than the DR1 program. A reinstatement fee applies. | | |
| Evaluations: | On an ongoing basis. | | |
| Contact: | Carson E. Jay c/o Highway Safety Division P.O. Box 2000 Charlottetown, PEI C1A 7N8 Phone: (902) 368-5211 FAX: (902) 368-5236 | | |

| PRINCE EDWARD ISLAND | | | |
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| Program Name: | Assessment and Treatment Program | | |
| Program Targets: | Repeat offenders | Mandatory for Licence Reinstatement: | Yes |
| Type/Format: | Assessment/Treatment | Sponsor: | PEI Government |
| Cost per Participant: | Not stated | Delivered by: | Addiction Services |
| Assessment Instructions Used: | MAST, DAST, Psycho-social Assessment | No. of participants per year: | 61 |
| Pct. who complete program: | 70% | Duration of Program Activities: | In-patient- 3 wks (2 hrs/day) Out-patient - 45 hours |
| How often Program Offered: | Continuous, clients may enter program weekly | Materials Available: | No |
| Objectives: | <ol style="list-style-type: none"> 1. Education on physical, emotional, social and spiritual aspects of chemical dependency. 2. Break down denial, gain insight into disease and resulting behaviours. 3. Holistic approach - families strongly encouraged to attend family program 4. Emphasis on identifying and exploring feelings. 5. Guidelines for long term recovery are explored. | | |
| Areas of Focus: | <ol style="list-style-type: none"> 1. Education on all common substances abused (excluding tobacco and caffeine). 2. Lifestyle alternatives. | | |
| Comments: | Offenders are first assessed and then referred to either in-patient or out-patient treatment depending upon the extent of their problem. | | |
| Evaluations: | Yes, in 1994 | | |
| Contact: | Helen Flynn Director, Addiction Services P.O. Box 37 Charlottetown, PEI Phone: (902) 368-4495 FAX: (902) 368-6229 | Betty Pickering Director, Prince County Addiction Services 216 Schurman Avenue Summerside, PEI, C1N 4W6 Phone: (902) 888-8380 FAX: (902) 888-8393 | |

| PRINCE EDWARD ISLAND | | | |
|--------------------------------------|---|---|-----------------------|
| Program Name: | Impaired Driving Program (Adult Correctional Facilities) | | |
| Program Targets: | Sentenced Impaired Drivers | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group | Sponsor: | Adult Corrections |
| Cost per Participant: | None | Delivered by: | Correctional Services |
| Assessment Instructions Used: | MAST | No. of participants per year: | 40-50 |
| Pct. who complete program: | 90%+ | Duration of Program Activities: | 12 hours/5 sessions |
| How often Program Offered: | As needed | Materials Available: | Program Overview |
| Objectives: | To reduce recidivism through promoting treatment for substance abusers; To present varied consequences of impaired driving; To promote awareness of signs and symptoms of alcoholism/addictions; and, To promote awareness of victims of this crime. | | |
| Areas of Focus: | Highway safety and alcohol Substance abuse and addiction Victim awareness Information on self-help programs | | |
| Comments: | Failure to participate can result in of loss of sentence remission. | | |
| Evaluations: | Currently under review | | |
| Contact: | Colin Campbell Manager Provincial Correctional Centre P.O.Box 2710 Charlottetown, PEI Phone: (902) 368-4590 FAX: (902) 368-5834 | | |

| NOVA SCOTIA | | | |
|--------------------------------------|--|---|-------------------------------|
| Program Name: | (Under development) | | |
| Program Targets: | First offenders | Mandatory for Licence Reinstatement: | Yes |
| Type/Format: | Educational/Group | Sponsor: | Drug Dependency Services |
| Cost per Participant: | \$100 (estimated) | Delivered by: | Private delivery (unknown) |
| Assessment Instructions Used: | Unknown | No. of participants per year: | 2500 |
| Pct. who complete program: | Unknown | Duration of Program Activities: | 3-4 hours |
| How often Program Offered: | As required, at least twice a year in smaller towns | Materials Available: | No |
| Objectives: | Prevent repeat offences: - help participant identify if he/she has a drinking problem; - increase knowledge of consequences of impaired driving; - provide self-management skills | | |
| Areas of Focus: | 1. Address and influence impaired driving attitudes of the referred clients 2. Indications of problem involvement. 3. Self-management skills. 4. Assessment. | | |
| Comments: | This is a new program for first offenders still under development. | | |
| Evaluations: | N/A | | |
| Contact: | Jim Vance A/Exec. Director and Registrar Nova Scotia Department of Transportation and Communications 6061 Young St., P.O. Box 2433 Halifax, Nova Scotia B3J 2N2 Phone: (902) 424-4270 FAX: (902) 424-0550 | | |

| NOVA SCOTIA | | | |
|--------------------------------------|--|---|------------------------|
| Program Name: | Driver Improvement Program | | |
| Program Targets: | First offenders | Mandatory for Licence Reinstatement: | Yes |
| Type/Format: | Counselling/Individual | Sponsor: | Min. of Transportation |
| Cost per Participant: | \$0 | Delivered by: | Min. of Transportation |
| Assessment Instructions Used: | None | No. of participants per year: | 2000-2500 |
| Pct. who complete program: | 100% | Duration of Program Activities: | 1 hour |
| How often Program Offered: | daily | Materials Available: | No |
| Objectives: | 1. Assist person in understanding the impairing effects of alcohol. 2. Guide person in realization that they have control. 3. Emphasize consequences of repeat offence. | | |
| Areas of Focus: | 1. Knowledge about alcohol. 2. Knowledge about the provision of the law for repeat offence. | | |
| Comments: | This is a brief interview with a driver improvement counsellor prior to licence reinstatement. | | |
| Evaluations: | No | | |
| Contact: | Jim Vance A/Exec. Director and Registrar Nova Scotia Department of Transportation and Communications 6061 Young St., P.O. Box 2433 Halifax, Nova Scotia B3J 2N2 Phone: (902) 424-7549 FAX: (902) 424-0548 | | |

| NOVA SCOTIA | | | |
|--------------------------------------|--|---|--------------------------|
| Program Name: | DWI Second Offenders Program-Assessment | | |
| Program Targets: | Repeat offenders | Mandatory for Licence Reinstatement: | Yes |
| Type/Format: | Assessment/Individual | Sponsor: | Drug Dependency Services |
| Cost per Participant: | Not stated | Delivered by: | Drug Dependency Services |
| Assessment Instructions Used: | Mortimer-Filkins, Clinical Assm't., Collateral Assm't. | No. of participants per year: | 450-500 |
| Pct. who complete program: | 90-95% | Duration of Program Activities: | Not stated |
| How often Program Offered: | On demand | Materials Available: | No |
| Objectives: | Assessment of alcohol problems. | | |
| Areas of Focus: | Not stated | | |
| Comments: | The assessment is used as a basis for directing offenders to either Level I or Level II treatment program (see following pages). | | |
| Evaluations: | No | | |
| Contact: | Brian D. Wilbur Director, Prevention and Community Education/Employee Assistance Program 6th Floor, Lord Nelson Bldg., 5675 Spring Garden Road Halifax, Nova Scotia B3J 1H1 Phone: (902) 424-4270 FAX: (902) 424-0550 | | |

| NOVA SCOTIA | | | |
|--------------------------------------|---|---|---|
| Program Name: | | DWI Second Offenders Program - Level I | |
| Program Targets: | Repeat offenders | Mandatory for Licence Reinstatement: | Yes |
| Type/Format: | Treatment/Group | Sponsor: | Drug Dependency Services |
| Cost per Participant: | \$0 | Delivered by: | Drug Dependency Services, Dept. of Health |
| Assessment Instructions Used: | | No. of participants per year: | 450-500 |
| Pct. who complete program: | 90-95% | Duration of Program Activities: | 2 day- or evenings (several) |
| How often Program Offered: | Regional-frequency depends upon demand | Materials Available: | Yes |
| Objectives: | <ol style="list-style-type: none"> 1. Introduce roles of Drug Dependency Services Div., NS Dept. of Health, in relation to Registry of Motor Vehicles and applicable laws/regulations in NS and Canada. 2. Present information of the effects of alcohol and other drugs on the body. 3. Present the physical, emotional and social effects of alcohol and other drugs as they apply to driving decisions. Problem substance abuse will be defined. 4. Review factors involved in impaired driving and determine the influence these factors have on the drinking and driving patterns of the client. 5. Through a review of feelings and attitudes, and the decision making program, the participants are encouraged to re-examine their own driving behaviour. | | |
| Areas of Focus: | Address and influence impaired driving attitudes. | | |
| Comments: | This is a treatment program of an educational nature. | | |
| Evaluations: | No | | |
| Contact: | Brian D. Wilbur Director, Prevention and Community Education/Employee Assistance Program 6th Floor, Lord Nelson Bldg., 5675 Spring Garden Road Halifax, Nova Scotia B3J 1H1 Phone: (902) 424-4270 FAX: (902) 424-0550 | | |

| NOVA SCOTIA | | | |
|--------------------------------------|--|---|---|
| Program Name: | DWI Second Offenders Program - Level II | | |
| Program Targets: | Repeat Offenders | Mandatory for Licence Reinstatement: | Yes |
| Type/Format: | Treatment/Group Or Ind. | Sponsor: | Drug Dependency Services |
| Cost per Participant: | \$0 (proposed user pay) | Delivered by: | Drug Dependency Services, Dept. of Health |
| Assessment Instructions Used: | | No. of participants per year: | 450-500 |
| Pct. who complete program: | 90-95% | Duration of Program Activities: | Variable |
| How often Program Offered: | Regional-frequency depends upon demand | Materials Available: | Yes |
| Objectives: | <ol style="list-style-type: none"> 1. Meet the objectives of Level I. 2. Create an awareness of the progressive addiction and recovery process. 3. Create a safe environment for participants and allow them to express feelings surrounded and created by addictions. 4. Help clients identify impact of addiction on self/others in safe environment that assists exploration of inner self. Show them family dynamics in addicted home. 5. Help client establish a program of recovery. 6. Create an awareness of resources in the community for the client. 7. Letter sent to Reg. Dir. Clinician provides risk assessment upon completion. | | |
| Areas of Focus: | To initiate a greater awareness of addiction, its presence and influence in the life of clients and their families and to secure a treatment process. | | |
| Comments: | Clients enter regular treatment services. Length of treatment depends on progress. Licence reinstatement may depend upon approval from counsellor. | | |
| Evaluations: | No | | |
| Contact: | Brian D. Wilbur Director, Prevention and Community Education/Employee Assistance Program Nova Scotia Department of Health, Drug Dependency Services 6th Floor, Lord Nelson Bldg., 5675 Spring Garden Road Halifax, Nova Scotia B3J 1H1 Phone: (902) 424-4270 FAX: (902) 424-0550 | | |

| NEW BRUNSWICK | | | |
|-------------------------------------|---|---|---|
| Program Name: | Auto Control | | |
| Program Targets: | First offenders | Mandatory for Licence Reinstatement: | Yes |
| Type/Format: | Not stated | Sponsor: | Dept. of Transportation |
| Cost per Participant: | \$177 | Delivered by: | Centre for Education and Research in Safety |
| Assessment Instruments Used: | Not stated | No. of participants per year: | Not stated |
| Pct. who complete program: | Not stated | Duration of Program Activities: | 3 hours |
| How often Program Offered: | On demand | Materials Available: | No |
| Objectives: | Not stated. | | |
| Areas of Focus: | Not stated. | | |
| Comments: | | | |
| Evaluations: | Not stated. | | |
| Contact: | Dr. J.E. Louis Malenfant President Centre for Education and Research in Safety 13 thomas St. Dieppe, New Brunswick E1A 2C4 Phone: (506) 853-7808 FAX: (506) 853-9328 | | |

| NEW BRUNSWICK | | | |
|-------------------------------------|--|---|---|
| Program Name: | Auto Control Plus | | |
| Program Targets: | Repeat offenders | Mandatory for Licence Reinstatement: | Yes |
| Type/Format: | Not stated | Sponsor: | Dept. of Transportation |
| Cost per Participant: | \$377 | Delivered by: | Centre for Education and Research in Safety |
| Assessment Instruments Used: | Not stated | No. of participants per year: | Not stated |
| Pct. who complete program: | Not stated | Duration of Program Activities: | 18 hours (on weekends) |
| How often Program Offered: | On demand | Materials Available: | No |
| Objectives: | Teach behavioural skills needed to help participants take control of their lives. This program includes components designed to allow participants to determine the effects of alcohol use on various aspects of their lives, as well as a variety of other components designed to increase participants' motivation to make lifestyle changes. | | |
| Areas of Focus: | The program teaches participants self-management and problem solving skills required to achieve their goals | | |
| Comments: | | | |
| Evaluations: | Not stated | | |
| Contact: | Dr. J.E. Louis Malenfant President Centre for Education and Research in Safety 13 Thomas St. Dieppe, New Brunswick E1A 2C4 Phone: (506) 853-7808 FAX: (506) 853-9328 | | |

| QUEBEC | | | |
|-------------------------------------|--|---|-----------------------------------|
| Program Name: | Alcofrein | | |
| Program Targets: | First offenders | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group | Sponsor: | Quebec Government |
| Cost per Participant: | \$50 (may increase to \$100) | Delivered by: | Ministère de la Sécurité publique |
| Assessment Instruments Used: | pre/post questionnaire, MAST | No. of participants per year: | 4000-5000 |
| Pct. who complete program: | 89% | Duration of Program Activities: | 3 hours (one session) |
| How often Program Offered: | approx. 250 sessions/yr., mainly June to Sept. | Materials Available: | Yes |
| Objectives: | 1. Education. 2. Reduce recidivism. | | |
| Areas of Focus: | 1. Consequences of drinking and driving. 2. Knowledge about alcohol and its effect on driving. 3. Myths about alcohol. 4. Suggestions to avoid driving under the influence of alcohol. 5. Resources/agencies available to help problem drinkers. | | |
| Comments: | Extensive program materials are available to help ensure consistency in program delivery. | | |
| Evaluations: | The pre and post questionnaires were analyzed in 1991. A more thorough evaluation has been proposed. | | |
| Contact: | Normand Roy conseiller Ministère de la Sécurité publique 2525, boul. Laurier, 9e étage, Tour du St-Laurent Sainte-Foy (Québec) G1V 2L2 Phone: (418) 528-0287 FAX: (418) 646-5439 | | |

| ONTARIO | | | |
|-------------------------------------|--|---|-----------------------------------|
| Program Name: | ACE (Addiction Community Education) | | |
| Program Targets: | Those on wknd. passes who have an addiction | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Treatment/Group (30) | Sponsor: | Ministry of Corrections |
| Cost per Participant: | Unknown | Delivered by: | Concerns Canada |
| Assessment Instruments Used: | Quizzes, self-assessment, evaluations | No. of participants per year: | varies |
| Pct. who complete program: | 90% | Duration of Program Activities: | 5 hours/day on weekends for 6 wks |
| How often Program Offered: | Ongoing | Materials Available: | No |
| Objectives: | <ol style="list-style-type: none"> 1. Increase participants' awareness and knowledge of health and social consequences of drug/alcohol abuse. 2. Encourage and demonstrate positive alternatives to addictive behaviour and lifestyles. 3. Reduce/eliminate drug use/abuse and make referral to treatment as requested. 4. Increase awareness and consequences of drug/alcohol abuse and impaired driving. | | |
| Areas of Focus: | <ol style="list-style-type: none"> 1. Alcohol and drug abuse. 2. Life skills and life balancing. 3. Communications and interpersonal skills. 4. Impaired driving. | | |
| Comments: | This is a treatment/counselling program for incarcerated offenders on weekend passes. It is not restricted to convicted impaired drivers but all offenders who have an addiction. | | |
| Evaluations: | No | | |
| Contact: | Sharon Johnson Concerns Canada 4500 Sheppard Ave. E. Suite 112H Agincourt, Ontario M1S 3RG Phone: (416) 293-3400 FAX: (416) 293-1142 | | |

| ONTARIO | | | |
|-------------------------------------|--|---|---|
| Program Name: | | Drinking Driver Awareness Program | |
| Program Targets: | First and repeat offenders | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Education/Group | Sponsor: | Sol. Gen./Correctional Serv. |
| Cost per Participant: | \$0 | Delivered by: | Pembroke & Area Commun. Corrections Council |
| Assessment Instruments Used: | None | No. of participants per year: | 35-45 |
| Pct. who complete program: | 95-100% | Duration of Program Activities: | 8-9 hours (3 sessions) |
| How often Program Offered: | 3-4 times per year or as required for one to one | Materials Available: | Yes |
| Objectives: | <ol style="list-style-type: none"> 1. Teach participants about many aspects of drinking and driving. 2. Give participants the opportunity to ensure that this type of offence does not happen or reoccur if there has been a previous conviction. 3. Allow participants the opportunity to discuss and question information with professionals from the community who will provide the information. | | |
| Areas of Focus: | Alcohol and behaviour | | |
| Comments: | This education can be provided to individuals in remote areas as required. | | |
| Evaluations: | No | | |
| Contact: | Paul J. Dumas Pembroke and Area Community Corrections Council P.O. Box 754 Pembroke, Ontario K8A 6X9 Phone: (613) 735-3747 FAX: (613) 735-1009 | | |

| ONTARIO | | | |
|-------------------------------------|--|---|--|
| Program Name: | Driving While Impaired Program | | |
| Program Targets: | First offenders | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group (30) | Sponsor: | Ontario Ministry of Health |
| Cost per Participant: | None | Delivered by: | Niagara Alcohol and Drug Assessment Service |
| Assessment Instruments Used: | DAST, MAST, ADS, GHQ, Social Stability Scale | No. of participants per year: | 74 |
| Pct. who complete program: | 76% | Duration of Program Activities: | 5 weekly sessions of 2 hrs. each plus 1 hr. intake |
| How often Program Offered: | 3 time per year | Materials Available: | No |
| Objectives: | Raise participants' awareness concerning alcohol and drug use and the associated risks. | | |
| Areas of Focus: | Consequences of first offence, possible consequences of subsequent offences, alcohol/drug information | | |
| Comments: | This program is part of a youth addictions initiative. There is follow-up at 2-yr. & 5-yr. intervals. Most participants are volunteers & have not been convicted of DWI. | | |
| Evaluations: | Ongoing | | |
| Contact: | Paul Niesink 55 St. Paul Street, Suite 5 St. Catharines, Ontario L2R 3M3 Phone: (905) 641-0018 FAX: (905) 684-1551 | | |

| ONTARIO | | | |
|-------------------------------------|--|---|------------------------------------|
| Program Name: | GRIP Alcohol and Driving Awareness Program (Growth through Responsible Individual Participation) | | |
| Program Targets: | Both first and repeat offenders | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group | Sponsor: | Sol. Gen./Correctional Serv. |
| Cost per Participant: | \$225 | Delivered by: | T.A. Patterson and Associates Inc. |
| Assessment Instruments Used: | MAST, ADS, IRS, ACL, anecdotal essay | No. of participants per year: | 225 |
| Pct. who complete program: | 90% | Duration of Program Activities: | 17 hours (6 sessions) |
| How often Program Offered: | 15 programs per year | Materials Available: | Yes |
| Objectives: | <ol style="list-style-type: none"> 1. Provide participants with up-to-date accurate information about alcohol and its effects. 2. Provide participants with an opportunity to critically examine their own alcohol use. 3. Assist participants to make informed decisions about what to do about their alcohol use (may include treatment). | | |
| Areas of Focus: | <ol style="list-style-type: none"> 1. Knowledge re: alcohol and its effects. 2. Self-assessment re: the impact of alcohol use for each individual. 3. Planning for coping with problem use of alcohol (treatment, self-change, etc.). | | |
| Comments: | There is one individual session for each participant after completion of the group sessions. Participants referred by the court or probation/parole officer. | | |
| Evaluations: | No | | |
| Contact: | T. Patterson 2077 Dundas St., E., Suite 105 Mississauga, Ontario L4X 1M2 Phone: (905) 602-1830 FAX: (905) 602-1781 | | |

| ONTARIO | | | |
|-------------------------------------|--|---|------------------------------|
| Program Name: | Halton IDEA (Impaired Drivers' Education Awareness) | | |
| Program Targets: | Both first and repeat offenders | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Education/Group | Sponsor: | Sol. Gen./Correctional Serv. |
| Cost per Participant: | \$442 | Delivered by: | Carol Stoveken Consulting |
| Assessment Instruments Used: | participants' surveys, exit interviews | No. of participants per year: | 90 |
| Pct. who complete program: | 95% | Duration of Program Activities: | 2.5 hours (7 sessions) |
| How often Program Offered: | 7 groups per year | Materials Available: | Yes |
| Objectives: | <ol style="list-style-type: none"> 1. Learn about the various effects of problematic alcohol use. 2. Gather information about, and understanding of, their own personal patterns of alcohol use. 3. Integrate the general and personal information acquired, thereby permitting self-analysis and encouraging commitment to altering inappropriate and/or self-destructive behaviour. | | |
| Areas of Focus: | <ol style="list-style-type: none"> 1. Guiding participants to understand that alcohol is a real-life problem. 2. Getting them to recognize and acknowledge their own responses to it. 3. Presenting them with alternatives. | | |
| Comments: | Court-ordered as a condition of probation. Some participants may not be convicted impaired drivers but have other alcohol-related convictions. | | |
| Evaluations: | Conducted yearly, see: Sheppard, M., & Stoveken, C. (1993). Convicted impaired drivers' knowledge about alcohol-relevance for program development. <i>J. of Drug Education</i> 38 (2): 113-122. | | |
| Contact: | Paul R. Paradis Area Manager Probation and Parole Services/Halton 55 Ontario St. S., Milton Mall, 2nd Floor Milton, Ontario L9T 2M3 Phone: (905) 878-7259 FAX: (905) 875-1006 | | |

| ONTARIO | | | |
|-------------------------------------|--|---|---------------------------------|
| Program Name: | | Impaired Drivers Awareness Programme | |
| Program Targets: | First and repeat offenders | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group (18) | Sponsor: | Sol.Gen./Correctional Serv. |
| Cost per Participant: | 253.15 | Delivered by: | St. Leonard's Society of Brant |
| Assessment Instruments Used: | Tailored from ASIST (ARF) | No. of participants per year: | 90 |
| Pct. who complete program: | 88% | Duration of Program Activities: | 28 hours (7 weekly sessions) |
| How often Program Offered: | 5 times per year | Materials Available: | Yes |
| Objectives: | <ol style="list-style-type: none"> 1. Reduce recidivism rate of impaired driving in Brantford, Brant County. 2. as an educational/awareness program to serve as pre-treatment for those who could use further assessment, counselling, treatment for addiction (primarily) problems, or be referred to other programs (eg. anger management, personal problems). Impaired driving was the initial gateway. | | |
| Areas of Focus: | Legal, insurance, social (victims), alcohol & drug education and awareness; alcohol & drug abuse, addiction process; help available; choices, decision making, planning & values (includes coping skills). | | |
| Comments: | Participation is based on assessment for suitability followed by a court order. | | |
| Evaluations: | <ol style="list-style-type: none"> 1. Participants' evaluation. 2. Year-end review by co-ordinator. 3. Annual audit by sponsor. | | |
| Contact: | Anna Mae Simington IDAP Coordinator P.O. Box 638 Brantford, Ontario N3T 6A8 Phone: (519) 759-8830 FAX: (519) 759-8156 | | |

| ONTARIO | | | |
|-------------------------------------|--|---|--------------------------|
| Program Name: | | MADE (Mimico Alcohol Drug Education) | |
| Program Targets: | Inmates @ Mimico CC; alcohol/drug charges | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group (30) | Sponsor: | Ministry of Corrections |
| Cost per Participant: | \$198.79 per session | Delivered by: | Concerns Canada |
| Assessment Instruments Used: | | No. of participants per year: | 241 |
| Pct. who complete program: | 57% | Duration of Program Activities: | 54 hours over 12 days |
| How often Program Offered: | Ongoing | Materials Available: | No |
| Objectives: | <ol style="list-style-type: none"> 1. Allow people with alcohol/drug abuse related problems to learn about addiction and how to avoid it or manage it. 2. Decrease the number of criminal activities that are carried out while in an intoxicated state. 3. Encourage people to a more responsible way of life. 4. Provide ongoing support for inmates who become abstinent. 5. Alleviate the shortage of available beds in the institution. 6. Reduce the admin. duties generated by processing intermittent inmates. 7. Measure the effectiveness of the program. | | |
| Areas of Focus: | Addiction as a disease process, effects of alcohol/drug abuse on all areas of life, introduction to resources available for recovery and ongoing support. 9 hours of the program is concentrated on the issue of impaired driving. | | |
| Comments: | This program is for inmates at Mimico Correctional Centre who are serving intermittent sentences for alcohol/drug offences. | | |
| Evaluations: | No | | |
| Contact: | Cora Illes Concern Canada 4500 Sheppard Ave. E. Suite 112H Agincourt, Ontario M1S 3RG Phone: (416) 293-3400 FAX: (416) 293-1142 | | |

| ONTARIO | | | |
|-------------------------------------|--|--|--------------------------|
| Program Name: | | MSAP (Mimico Substance Abuse Program) | |
| Program Targets: | Inmates @ Mimico CC; alcohol/drug charges | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group (15) | Sponsor: | Ministry of Corrections |
| Cost per Participant: | \$151.37 per session | Delivered by: | Concerns Canada |
| Assessment Instruments Used: | Pre and post tests to measure knowledge | No. of participants per year: | 200 |
| Pct. who complete program: | 60% | Duration of Program Activities: | 16 hours (8 sessions) |
| How often Program Offered: | twice a week | Materials Available: | No |
| Objectives: | <ol style="list-style-type: none"> 1. Provide an education program about substance abuse for inmates, 5-15 clients per each 4 wk. period measuring attendance, participation at program sessions. 2. Determine effectiveness of program by measuring changes in feedback given in answers to pre and post tests and final examination. 3. Evaluate program through client evaluations, both written and oral comments. 4. Acknowledge successful completion of program by awarding Graduation Certificates. 5. Provide written evaluations of the client and their performance in the program, to the Parole Board, via letters placed in the clients' files. | | |
| Areas of Focus: | Addiction as a disease process, effects of alcohol/drug abuse on all areas of life, introduction to resources available for recovery and ongoing support. One session out of eight is spent on the subject of impaired driving. | | |
| Comments: | This is an abbreviated version of the MADE program for offenders at Mimico serving sentences for alcohol/drug offences. | | |
| Evaluations: | No | | |
| Contact: | Cora Illes Concerns Canada 4500 Sheppard Ave. E. Suite 112H Agincourt, Ontario M1S 3RG Phone: (416) 293-3400 FAX: (416) 293-1142 | | |

| ONTARIO | | | |
|-------------------------------------|--|---|--|
| Program Name: | Smith Clinic Driving While Impaired | | |
| Program Targets: | Both first and repeat offenders | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group | Sponsor: | Sol. Gen./Correctional Serv. |
| Cost per Participant: | \$225 | Delivered by: | St. Joseph's Gen. Hosp., Smith Clinic |
| Assessment Instruments Used: | Mortimer-Filkins assessment | No. of participants per year: | 100 |
| Pct. who complete program: | 60% | Duration of Program Activities: | 24 hours (8 sessions) |
| How often Program Offered: | 4-5 times per year | Materials Available: | Yes |
| Objectives: | <ol style="list-style-type: none"> 1. Increase awareness of impact of DWI to the individual, family, community. 2. Evaluate risk of alcohol consumption. 3. Identify existing community resources. 4. Reduce incidence of DWI. | | |
| Areas of Focus: | <ol style="list-style-type: none"> 1. Alcohol abuse. 2. Education on physical effects. 3. Impact on family- family of origin. 4. Societal costs. 5. Strategies for changing behaviour. | | |
| Comments: | | | |
| Evaluations: | No | | |
| Contact: | Linda James Program Manager, Adult Inpatient Services St. Joseph's General Hospital, Smith Clinic P.O.Box 3251 Thunder Bay, Ontario P7B 5G7 Phone: (807) 343-2425 | | |

| ONTARIO | | | |
|-------------------------------------|--|---|---------------------------|
| Program Name: | SIPIT (Stop Impaired Probationers in Toronto) | | |
| Program Targets: | Both first and repeat offenders | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group | Sponsor: | Ministry of Corrections |
| Cost per Participant: | Unknown | Delivered by: | Concerns Canada |
| Assessment Instruments Used: | Quizzes, self-assessment, counselling, evaluations | No. of participants per year: | varies |
| Pct. who complete program: | 85% | Duration of Program Activities: | 2 hours/week (8 sessions) |
| How often Program Offered: | 9 times per year | Materials Available: | No |
| Objectives: | <ol style="list-style-type: none"> 1. Increase participants' awareness of health and social consequences of drinking and driving. 2. Demonstrate positive alternatives to impaired driving. 3. Reduce recidivism among convicted impaired drivers in Toronto. 4. Develop a database. 5. Referral to treatment if requested. | | |
| Areas of Focus: | <ol style="list-style-type: none"> 1. Legal and social implications of impaired driving. 2. Community reaction to impaired driving including the victim's viewpoint. 3. Promotion of healthy lifestyles. 4. Health problems and family difficulties caused by the use/abuse of alcohol. | | |
| Comments: | Offenders are ordered by the court to attend as part of a probation or parole order. | | |
| Evaluations: | No | | |
| Contact: | Sharon Johnson Concerns Canada 4500 Sheppard Ave. E. Suite 112H Agincourt, Ontario M1S 3RG Phone: (416) 293-3400 FAX: (416) 293-1142 | | |

| ONTARIO | | | |
|-------------------------------------|--|---|------------------------------------|
| Program Name: | Working in North Frontenac to Reduce Impaired Driving | | |
| Program Targets: | First and repeat offenders | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educ./Group/Individual | Sponsor: | Presently none |
| Cost per Participant: | Not stated | Delivered by: | North Frontenac Community Services |
| Assessment Instruments Used: | ASIST | No. of participants per year: | 14-32 |
| Pct. who complete program: | 85-90% | Duration of Program Activities: | 15 hours over 5 sessions |
| How often Program Offered: | Once a month | Materials Available: | No |
| Objectives: | Not stated | | |
| Areas of Focus: | (a) alcohol use/abuse (b) prevention of impaired driving | | |
| Comments: | No longer in operation. | | |
| Evaluations: | Kingston Psychiatric Hospital about 1990 | | |
| Contact: | Brad Flear P.O. Box 250 Sharbot Lake, Ontario K0H 2P0 Phone:(613) 279-3151 (800) 661-4612 FAX: (613) 279-2565 | | |

| MANITOBA | | | |
|-------------------------------------|--|---|---|
| Program Name: | | Impaired Drivers Program: Assessment | |
| Program Targets: | Both first and repeat offenders | Mandatory for Licence Reinstatement: | Yes |
| Type/Format: | Assessment/Individual | Sponsor: | AFM |
| Cost per Participant: | \$240 (user pays) | Delivered by: | Addictions Foundation of Manitoba |
| Assessment Instruments Used: | SALCE Mortimer-Filkins | No. of participants per year: | 3094 |
| Pct. who complete program: | 98% | Duration of Program Activities: | from 1 hr. to many, depends upon assessment |
| How often Program Offered: | daily | Materials Available: | Yes (Administration Manual) |
| Objectives: | Assess the degree of alcohol/drug problem the individual driver has and refer to appropriate program; (1) no problem- no referral (b) attitude- high risk education (8 hours); (c) inappropriate use- High Risk Using (12 sessions/3 months); (d) addicted- treatment (varies) | | |
| Areas of Focus: | Extent of alcohol use. | | |
| Comments: | This assessment is the first step in a comprehensive program for offenders. The results of the assessment are used to determine the specific program to which the offender will be sent. | | |
| Evaluations: | Ambtman, R. (1990). The Alcoholism Foundation of Manitoba Impaired Drivers' Program Evaluation Report. Winnipeg: Alcoholism Foundation of Manitoba. | | |
| Contact: | Herb Thompson A/Executive Director Addictions Foundation of Manitoba 1031 Portage Ave. Winnipeg, Manitoba Phone: (204) 994-6237 FAX: (204) 986-7768 | | |

| MANITOBA | | | |
|-------------------------------------|---|---|-----------------------------------|
| Program Name: | Impaired Drivers Program: Educational Workshop | | |
| Program Targets: | Offenders "at risk" of repeating | Mandatory for Licence Reinstatement: | If directed |
| Type/Format: | Educational/Group (12) | Sponsor: | AFM |
| Cost per Participant: | Included in Assessment fee | Delivered by: | Addictions Foundation of Manitoba |
| Assessment Instruments Used: | SALCE Mortimer-Filkins | No. of participants per year: | Not stated |
| Pct. who complete program: | | Duration of Program Activities: | One day |
| How often Program Offered: | As required | Materials Available: | Yes (Administration Manual) |
| Objectives: | To help offenders examine and assess their own drinking and driving patterns and to identify and explore alternatives. | | |
| Areas of Focus: | <ol style="list-style-type: none"> 1. Separating drinking and driving. 2. Attitudes about alcohol, drinking and driving 3. Knowledge about alcohol. | | |
| Comments: | This workshop is designed for offenders whose attitudes and/or behaviours indicate that they may drink and drive again or have a misconception about chemical usage problems or have a general lack of knowledge about the effects of chemical on their lives and ability to drive. | | |
| Evaluations: | Ambtman, R. (1990). The Alcoholism Foundation of Manitoba Impaired Drivers' Program Evaluation Report. Winnipeg: Alcoholism Foundation of Manitoba. | | |
| Contact: | Herb Thompson A/Executive Director Addictions Foundation of Manitoba 1031 Portage Ave. Winnipeg, Manitoba Phone: (204) 944-6237 FAX: (204) 986-7768 | | |

| MANITOBA | | | |
|-------------------------------------|--|---|-----------------------------------|
| Program Name: | Impaired Drivers Program: High Risk Program | | |
| Program Targets: | Offenders "at risk" of dependency | Mandatory for Licence Reinstatement: | If directed |
| Type/Format: | Not stated | Sponsor: | AFM |
| Cost per Participant: | Included in Assessment fee | Delivered by: | Addictions Foundation of Manitoba |
| Assessment Instruments Used: | SALCE Mortimer-Filkins | No. of participants per year: | Not stated |
| Pct. who complete program: | Not stated | Duration of Program Activities: | Over a 3-month period |
| How often Program Offered: | Not stated | Materials Available: | |
| Objectives: | 1. To influence and encourage behaviour change relative to chemical usage and life functioning. 2. To increase knowledge about clients' own chemical usage and develop a plan of action to address issues identified. | | |
| Areas of Focus: | Chemical dependency | | |
| Comments: | This program is for offenders assessed as being "at risk" of developing a chemical dependency problem. | | |
| Evaluations: | Ambtman, R. (1990). The Alcoholism Foundation of Manitoba Impaired Drivers' Program Evaluation Report. Winnipeg: Alcoholism Foundation of Manitoba. | | |
| Contact: | Herb Thompson Executive Director Addictions Foundation of Manitoba 1031 Portage Ave. Winnipeg, Manitoba Phone: (204) 944-6237 FAX: (204) 986-7768 Herb Thompson A/Executive Director | | |

| MANITOBA | | | |
|-------------------------------------|---|---|--|
| Program Name: | Impaired Drivers Program: Treatment Program | | |
| Program Targets: | Offenders with chemical usage problems | Mandatory for Licence Reinstatement: | If directed |
| Type/Format: | Treatment/Group/Individ. | Sponsor: | AFM |
| Cost per Participant: | Included in Assessment fee | Delivered by: | Addictions Foundations of Manitoba |
| Assessment Instruments Used: | SALCE Mortimer-Filkins | No. of participants per year: | Not stated |
| Pct. who complete program: | Not stated | Duration of Program Activities: | Minimum 20 hours inpatient or outpatient |
| How often Program Offered: | Ongoing | Materials Available: | No |
| Objectives: | <ol style="list-style-type: none"> 1. To allow clients to develop an abstinent lifestyle with help of community resources, family and friends. 2. To help clients to examine their drinking/drug use history and become aware of chemical use in areas of their personal lives. 3. To help clients become aware of alternatives and incorporating them into their personal recovery plan. 4. To encourage clients to take responsibility for their own health and to make changes in their lives. | | |
| Areas of Focus: | Problems solving and effecting change in clients' lives. | | |
| Comments: | Treatment can span several months with an additional 3 month follow-up period. | | |
| Evaluations: | Ambtman, R. (1990). The Alcoholism Foundation of Manitoba Impaired Drivers' Program Evaluation Report. Winnipeg: Alcoholism Foundation of Manitoba. | | |
| Contact: | Herb Thompson A/Executive Director Addictions Foundation of Manitoba 1031 Portage Ave. Winnipeg, Manitoba Phone: (204) 944-6237 FAX: (204) 986-7768 | | |

| MANITOBA | | | |
|-------------------------------------|--|--|--------------------------|
| Program Name: | Chemical Awareness (Dauphin Correctional Institution) | | |
| Program Targets: | Alcohol-related offenders interested in awareness | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group (8) | Sponsor: | Adult Corrections |
| Cost per Participant: | \$0 | Delivered by: | Adult Corrections |
| Assessment Instruments Used: | None | No. of participants per year: | 96 |
| Pct. who complete program: | Not stated | Duration of Program Activities: | 6 hours consecutive days |
| How often Program Offered: | 12 times/year | Materials Available: | No |
| Objectives: | Provide information re: use of chemical to those incarcerated. Increase awareness of resources available in communities. | | |
| Areas of Focus: | Informational. | | |
| Comments: | This program is available to all offenders convicted of alcohol related offences with an interest in awareness. | | |
| Evaluations: | Not stated | | |
| Contact: | Denis Lemoine Coordinator of Special Projects Adult Corrections 405 Broadway, 8th Floor Winnipeg, Manitoba Phone: (204) 945-7292 FAX: (204) 945-5537 | P. Philips, K. McAuley Program Coordinator Dauphin Correctional Institution | |

| MANITOBA | | | |
|-------------------------------------|--|---|------------------------------|
| Program Name: | Chemical Dependency Information (Portage Correctional Institute) | | |
| Program Targets: | Alcohol and drugs | Mandatory for Licence Reinstatement: | Not stated |
| Type/Format: | Group (5-20 per group) | Sponsor: | Adult Corrections |
| Cost per Participant: | None | Delivered by: | Adult Corrections |
| Assessment Instruments Used: | Not stated | No. of participants per year: | 60-75 |
| Pct. who complete program: | 100% | Duration of Program Activities: | 5.5 hours per day for 2 days |
| How often Program Offered: | 6 times/year | Materials Available: | No |
| Objectives: | None stated | | |
| Areas of Focus: | Informational, educational | | |
| Comments: | This program is for incarcerated offenders and is not restricted to impaired drivers. | | |
| Evaluations: | Not stated | | |
| Contact: | Donna Foyle, Sandra Lamont Program Coordinators Portage Correctional Institution | | |

| MANITOBA | | | |
|-------------------------------------|--|---|---|
| Program Name: | Chemical Dependency Program (Headingly Correctional Institution) | | |
| Program Targets: | Inmates admitting a subst. abuse problem | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Treatment/Group (11) | Sponsor: | Adult Corrections |
| Cost per Participant: | \$0 | Delivered by: | Adult Corrections |
| Assessment Instruments Used: | Problem Severity Assessment Scale | No. of participants per year: | 175-200 |
| Pct. who complete program: | 90% | Duration of Program Activities: | 30 sessions of 2-3 hrs. each over 3 weeks |
| How often Program Offered: | Monthly | Materials Available: | No |
| Objectives: | Provide participants with information on the effects of substance abuse. Offer participants some coping strategies/alternatives and other methods to address their substance abuse issues. | | |
| Areas of Focus: | 1. Substance abuse. 2. Coping strategies and alternative. | | |
| Comments: | This is an informational, educational therapeutic program offered to inmates who voluntarily admit a substance abuse problem. | | |
| Evaluations: | Not stated | | |
| Contact: | Denis Lemoine Coordinator of Special Projects Adult Corrections 405 Broadway, 8th Floor Winnipeg, Manitoba Phone: (204) 945-7292 FAX: (204) 945-5537 | Tim Yankoski & Bill Melville Program Coordinators Headingly Correctional Institution | |

| MANITOBA | | | |
|-------------------------------------|---|---|-----------------------|
| Program Name: | Impaired Driver Education (Brandon Correctional Institution) | | |
| Program Targets: | Persons who tend to drive after consuming alcohol | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group (7) | Sponsor: | Adult Corrections |
| Cost per Participant: | \$15 | Delivered by: | Adult Corrections |
| Assessment Instruments Used: | Self-evaluations | No. of participants per year: | 75-100 |
| Pct. who complete program: | 90-100% | Duration of Program Activities: | 3 hours for 5 days |
| How often Program Offered: | Not stated | Materials Available: | No |
| Objectives: | Through the use of self-evaluation tests, program participation and new skill development, the intent is to show the participant that it is possible to change the way one thinks. Once we have a change in thought process, the next step is to put into practice the information learned. | | |
| Areas of Focus: | informational, educational | | |
| Comments: | | | |
| Evaluations: | Not stated | | |
| Contact: | Denis Lemoine Coordinator of Special Projects Adult Corrections 405 Broadway, 8th Floor Winnipeg, Manitoba Phone: (204) 945-7292 FAX: (204) 945-5537 | Pat Coates Program Coordinator Brandon Correctional Institute | |

| MANITOBA | | | |
|-------------------------------------|--|---|--|
| Program Name: | Impaired Driver Program (Headingly Correctional Institution) | | |
| Program Targets: | Impaired driver | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group (25) | Sponsor: | Adult Corrections |
| Cost per Participant: | \$0 | Delivered by: | Adult Corrections |
| Assessment Instruments Used: | None | No. of participants per year: | 200-250 |
| Pct. who complete program: | Not stated | Duration of Program Activities: | 10 sessions of 2 hrs./day for 3 days per month |
| How often Program Offered: | Not stated | Materials Available: | No |
| Objectives: | 1. Encourage drinking drivers to be responsible drivers. 2. Present the other side of the results of impaired driving in respect to the law, the victims and the effect on the offenders' driving privileges. | | |
| Areas of Focus: | Alcohol and driving. | | |
| Comments: | This educational program is intended for incarcerated offenders. | | |
| Evaluations: | Not stated | | |
| Contact: | Denis Lemoine Coordinator of Special Projects Adult Corrections 405 Broadway, 8th Floor Winnipeg, Manitoba Phone: (204) 945-7292 FAX: (204) 945-5537 | | Bill Melville Program Coordinator Headingly Correctional Institution |

| MANITOBA | | | |
|---|---|---|----------------------------|
| Program Name: | Substance Abuse (The Pas Correctional Institution) | | |
| Program Targets: | Offenders with alcohol/ drug involvement | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group (9) | Sponsor: | Adult Corrections |
| Cost per Participant: | None | Delivered by: | Adult Corrections |
| Assessment Instruments Used: | Self-Diagnosis Questionnaire | No. of participants per year: | 60 |
| Pct. who complete program: | 90% | Duration of Program Activities: | 60 hours/10 days |
| How often Program Offered: | Bi-monthly | Materials Available: | (Purchased program module) |
| Objectives: | Not stated. | | |
| Areas of Focus: | Not stated. | | |
| Comments: | Participants are volunteers willing to participate and abide by group ground rules. | | |
| Evaluations: | None. | | |
| Contact: | Denis Lemoine Coordinator of Special Project Adult Corrections 405 Broadway, 8th Floor Winnipeg, Manitoba Phone: (204) 945-7292 FAX: (204) 945-5537 | Dan Hill Program Coordinator The Pas Correctional Institute | |

| MANITOBA | | | |
|-------------------------------------|---|---|------------------------------|
| Program Name: | Substance Abuse and Living Problems (Portage Correctional Institution) | | |
| Program Targets: | Open to all who have living problems | Mandatory for Licence Reinstatement: | Not stated |
| Type/Format: | Group (8 per group) | Sponsor: | Adult Corrections |
| Cost per Participant: | Not stated | Delivered by: | Adult Corrections |
| Assessment Instruments Used: | Not stated | No. of participants per year: | Not stated |
| Pct. who complete program: | Not stated | Duration of Program Activities: | 6-7 hours daily over 15 days |
| How often Program Offered: | 3 times/year | Materials Available: | No |
| Objectives: | To help participants learn that they are responsible for their actions and choices in life. | | |
| Areas of Focus: | informational, educational, intervention (therapeutic) | | |
| Comments: | This program is for incarcerated offenders and is not restricted to impaired drivers. | | |
| Evaluations: | Not stated | | |
| Contact: | Donna Foyle or Sandra Lamont Program Coordinators Portage Correctional Institution | | |

| MANITOBA | | | |
|-------------------------------------|--|--|---|
| Program Name: | Substance Abuse Intervention (Brandon Correctional Institution) | | |
| Program Targets: | Inmates: problem with substance abuse | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Treatment/Group (10) | Sponsor: | Adult Corrections |
| Cost per Participant: | \$0 | Delivered by: | Adult Corrections |
| Assessment Instruments Used: | None | No. of participants per year: | 80-100 |
| Pct. who complete program: | Not stated | Duration of Program Activities: | 17-20 sessions of 2 hours for 5 days/week |
| How often Program Offered: | Not stated | Materials Available: | No |
| Objectives: | Present pertinent information to participants. | | |
| Areas of Focus: | informational, educational, intervention (therapeutic) | | |
| Comments: | This is an educational, therapeutic program for inmates who have an identified problem with substance abuse. | | |
| Evaluations: | Not stated | | |
| Contact: | Denis Lemoine Coordinator of Special Projects Adult Corrections 405 Broadway, 8th Floor Winnipeg, Manitoba Phone: (204) 945-7292 FAX: (204) 945-5537 | Pat Coates Program Coordinator Wendy Somers Facilitator Brandon Correctional Institution | |

| MANITOBA | | | |
|--------------------------------------|--|--|---|
| Program Name: | Substance Abuse Information Program and Drive Impaired Module | | |
| Program Targets: | Alcohol-related offenders on conditional release | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group | Sponsor: | Adult Corrections |
| Cost per Participant: | Not stated | Delivered by: | Adult Corrections |
| Assessment Instructions Used: | Measuring problem level / Questionnaire | No. of participants per year: | 100 |
| Pct. who complete program: | 90% | Duration of Program Activities: | 6 hours/5 days 6 hrs/3 days (drive impaired) |
| How often Program Offered: | 2 x 10 times/year | Materials Available: | No |
| Objectives: | Increase awareness of lifestyle issues associated with alcohol. Encourage participants to discuss issues of alcohol use and driving | | |
| Areas of Focus: | Informational | | |
| Comments: | This program is available to all offenders convicted of alcohol related offences with an interest in awareness. | | |
| Evaluations: | None conducted. | | |
| Contact: | Denis Lemoine Coordinator of Special Projects Adult Corrections 405 Broadway, 8th Floor Winnipeg, Manitoba Phone: (204) 945-7292 FAX: (204) 945-5537 | J. Sienema Manager Community Release Centre R. Wills Facilitator | |

| SASKATCHEWAN | | | |
|--------------------------------------|---|---|---|
| Program Name: | Driving Without Impairment (DWI) | | |
| Program Targets: | First offenders | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group (12) | Sponsor: | Sask. Govt. Insurance |
| Cost per Participant: | \$150 | Delivered by: | Saskatchewan Government Insurance |
| Assessment Instructions Used: | None | No. of participants per year: | 1,900 to 2,500 |
| Pct. who complete program: | 80 to 85% | Duration of Program Activities: | 16 hrs. over 8 sessions or intensive weekend course |
| How often Program Offered: | As req'd.: twice/month or once/3 months | Materials Available: | Yes |
| Objectives: | Assist convicted drivers in finding realistic ways of separating the act of drinking from the act of driving in their lives. | | |
| Areas of Focus: | <ol style="list-style-type: none"> 1. Magnitude of the problem. 2. Legal implications (police guest speaker). 3. Driving task analysis (Identify, Predict, Decide, Execute) and how alcohol effects it. 4. Disease of alcoholism (AA guest speaker presenting the Jelinek chart). 5. Exercise to gain insight into their lives and priorities and how this offence (or subsequent offences) effect them. 6. Written commitment on how they plan to separate the two acts (mailed back to them later). | | |
| Comments: | Participants are referred by a judge or attend voluntarily as a means to have 6 month suspension reduced to the length of the court-ordered prohibition (usually 3 months). | | |
| Evaluations: | Traffic Injury Research Foundation. (1990). Saskatchewan's DWI Program: An Assessment of Its Impact. Ottawa: TIRF. | | |
| Contact: | Garry Davis SGI 2260 11th Ave. Regina, Saskatchewan S4P 2N7 Phone: (306) 566-6063 FAX: (306) 569-9631 | | |

| SASKATCHEWAN | | | |
|--------------------------------------|--|---|---------------------------------|
| Program Name: | St. Louis Alcoholism Rehabilitation Centre | | |
| Program Targets: | Repeat offenders | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Treatment/Group/Individ. | Sponsor: | Sask. Justice/Sask. Health |
| Cost per Participant: | \$62/day (Fed. govt pays half) | Delivered by: | St. Louis Board of Governors |
| Assessment Instructions Used: | SUDDS, SASSI | No. of participants per year: | 700 to 750 |
| Pct. who complete program: | 99.8% | Duration of Program Activities: | 16 hours (over 14 days) |
| How often Program Offered: | 52 weeks/yr., intakes, discharges on Fri. | Materials Available: | No |
| Objectives: | <ol style="list-style-type: none"> 1. Keep the impaired driver off the highways and to separate the acts of drinking and driving. 2. Identify what stage of addiction the client is at: 1) early, 2) middle 3) late. 3. Identify what stage of recovery the client is at: 1) active use, 2) transition, 3) stabilization, 4) early recovery, 5) middle recovery, 6) late recovery, 7) maintenance | | |
| Areas of Focus: | <ol style="list-style-type: none"> 1. Separate the act of drinking and driving. Get clients to see how their alcohol abuse has affected their lives. 2. Get the clients to see what will happen if they continue their drinking habits. 3. Motivate clients into recovery. Give clients knowledge about alcohol and teach coping skills. | | |
| Comments: | Offenders are referred by Corrections Branch by means of pre-sentence placement report. Offenders serve their sentence (or part thereof) at this facility rather than jail. | | |
| Evaluations: | Yes, in 1993. See also: Whitehead, P.C., et a.. (1984). Alcoholics on the Road: Evaluation of an Impaired Driver Treatment Program. Regina: SADAC. | | |
| Contact: | Donna Benesh SADAC 1942 Hamilton St. Regina, Saskatchewan S4P 3V7 Phone: (306) 787-4095 FAX: (306) 787-4300 | | |

| SASKATCHEWAN | | | |
|--------------------------------------|---|---|--|
| Program Name: | Restricted Licences | | |
| Program Targets: | Repeat offenders | Mandatory for Licence Reinstatement: | No |
| Type/Format: | n/a | Sponsor: | Saskatchewan Govt. |
| Cost per Participant: | \$0 | Delivered by: | Hwys. & Transportation and Highway Traffic Board |
| Assessment Instructions Used: | Personal references | No. of participants per year: | n/a |
| Pct. who complete program: | n/a | Duration of Program Activities: | n/a |
| How often Program Offered: | hearings are 1-2 times/month | Materials Available: | Yes |
| Objectives: | Extend restricted driving privileges to those offenders who are experiencing severe economic hardship as a result of having had their licences suspended. | | |
| Areas of Focus: | Applicants who show they have "reformed" get restricted licences. | | |
| Comments: | Only available to offenders convicted of impaired or over 80 mg%. Applicants must provide evidence of abstinence. Offenders with other Criminal Code convictions are not eligible. | | |
| Evaluations: | No | | |
| Contact: | Dave Abbey Manager, Legislation and Safety Saskatchewan Highways and Transportation 1855 Victoria Ave. Regina, Saskatchewan S4P 3V5 Phone: (306) 787-3889 FAX: (306) 787-8610 | | |

| ALBERTA | | | |
|--------------------------------------|--|---|--|
| Program Name: | Planning Ahead | | |
| Program Targets: | First offenders | Mandatory for Licence Reinstatement: | Yes |
| Type/Format: | Educational/Group (22) | Sponsor: | Alberta Justice |
| Cost per Participant: | \$90 | Delivered by: | Alberta Motor Association |
| Assessment Instructions Used: | None | No. of participants per year: | 6080 |
| Pct. who complete program: | 100% | Duration of Program Activities: | 8 hours (one day) |
| How often Program Offered: | 405 course per year | Materials Available: | Yes. Program manual and participant handbook |
| Objectives: | <ol style="list-style-type: none"> 1. Provide participants with information about the law, impairment, alcohol use, and licence reinstatement. 2. Provide a context for participants to evaluate their drinking and driving, and to develop ways they can personally avoid impaired driving in the future. 3. Promote awareness of additional sources of help and advice about healthy lifestyles, especially those related to drinking. 4. Promote healthy and responsible use of alcohol, especially in relation to driving. | | |
| Areas of Focus: | <ol style="list-style-type: none"> 1. Knowledge and awareness of laws regarding impaired driving. 2. Knowledge and awareness of effects of alcohol. 3. Separating drinking and driving. | | |
| Comments: | All first offenders must attend this one-day educational program prior to reinstatement. | | |
| Evaluations: | Yes | | |
| Contact: | Walter Barta Traffic Safety Coordinator Alberta Motor Association P.O. Box 8180, Station F Edmonton, Alberta T6H 5X9 Phone: (403) 430-5555 | | |

| ALBERTA | | | |
|--------------------------------------|--|---|---------------------------|
| Program Name: | Impact | | |
| Program Targets: | Repeat Offenders | Mandatory for Licence Reinstatement: | Yes |
| Type/Format: | Assessment/Residential | Sponsor: | Alberta Justice |
| Cost per Participant: | \$190 | Delivered by: | Alberta Motor Association |
| Assessment Instructions Used: | ADS, IDS | No. of participants per year: | 1900 |
| Pct. who complete program: | 99% | Duration of Program Activities: | 25 hours (weekend) |
| How often Program Offered: | 54 times per year | Materials Available: | Yes (program manual) |
| Objectives: | <ol style="list-style-type: none"> 1. Lead participants to look at consequences of their mood altering drug use. 2. Differentially assess and document participants' level and pattern of mood altering drug use and extent of effect of that use in major life areas. 3. Identify future needs of each participant and present appropriate action plans and alternatives to impaired driving. 4. Get participants to accept, use action plans/alternatives to impaired driving. 5. Provide an accurate summary report of assessment and recommendations for participants and others. 6. Reduce mood-altering drug related problems (especially impaired driving). | | |
| Areas of Focus: | Differential assessment and active participant involvement are cornerstones of this program. Examination of role that alcohol plays in participants' lives. | | |
| Comments: | This unique weekend program allows offenders the opportunity to examine the extent to which alcohol is affecting their lives. It can be the first step in receiving appropriate treatment. | | |
| Evaluations: | Parsons, M., Wnek, I., and Huebert, K.M. (1993). A unique intervention program for repeat impaired driving offenders. <i>Journal of Alcohol and Drug Education</i> 39(1): 34-40. | | |
| Contact: | Walter Barta Traffic Safety Coordinator Alberta Motor association P.O. Box 8180, Station F Edmonton, Alberta T6H 5X9 Phone: (403) 430-5555 | | |

| ALBERTA | | | |
|--------------------------------------|--|---|-----------------------|
| Program Name: | Ignition Interlock | | |
| Program Targets: | First and repeat offenders | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Individual | Sponsor: | Driver Control Board |
| Cost per Participant: | \$875 for six months | Delivered by: | Driver Control Board |
| Assessment Instructions Used: | IMPACT, assessments (AADAC), driving record | No. of participants per year: | approximately 900 |
| Pct. who complete program: | 97% of those who install device | Duration of Program Activities: | minimum of six months |
| How often Program Offered: | ongoing | Materials Available: | No |
| Objectives: | Prevent high-risk impaired drivers from driving under the influence. Change drinking-driving behaviour by repeatedly having to provide breath sample before driving. | | |
| Areas of Focus: | Alcohol abuse, and prevention of driving after drinking, as well as the knowledge of the effect of that behaviour. | | |
| Comments: | Offenders may apply for the interlock program after serving court-ordered prohibition. Board may also require offenders to participate in order to drive. | | |
| Evaluations: | None. | | |
| Contact: | Brian Bolan Manager, Driver Control Board 9644, 103A Ave. Edmonton, Alberta T5H 4H5 Phone: (403) 427-7178 FAX: (403) 422-9739 | | |

| YUKON | | | |
|--------------------------------------|---|---|--------------------------------|
| Program Name: | Defensive Driving Course | | |
| Program Targets: | Both first and repeat offenders | Mandatory for Licence Reinstatement: | Yes |
| Type/Format: | Group (20 per group) | Sponsor: | Yukon Government |
| Cost per Participant: | \$35 (user pays) | Delivered by: | Transportation Services Branch |
| Assessment Instructions Used: | Student manual contains some questions | No. of participants per year: | 400 |
| Pct. who complete program: | 100% | Duration of Program Activities: | 6 hours |
| How often Program Offered: | every second week | Materials Available: | Yes |
| Objectives: | See Defensive Driving Course Manual. | | |
| Areas of Focus: | See Defensive Driving Course Manual. | | |
| Comments: | | | |
| Evaluations: | No | | |
| Contact: | Fred Jennex Motor Vehicles, S-7 Government of the Yukon P.O. Box 2703 Whitehorse, Yukon Y1A 2C6 Phone: (403) 667-5315 FAX: (403) 668-7864 | | |

| YUKON | | | |
|--------------------------------------|---|---|--|
| Program Name: | Salvation Army Adult Residential Centre | | |
| Program Targets: | All resident of the facility | Mandatory for Licence Reinstatement: | No |
| Type/Format: | Educational/Group (7) | Sponsor: | Yukon Government |
| Cost per Participant: | \$0 | Delivered by: | Salvation army and local insurance companies |
| Assessment Instructions Used: | None | No. of participants per year: | 60 |
| Pct. who complete program: | 100% | Duration of Program Activities: | 7 hours |
| How often Program Offered: | once every 7-8 weeks | Materials Available: | No |
| Objectives: | None stated | | |
| Areas of Focus: | Knowledge about alcohol in relation to consequences | | |
| Comments: | This program is not restricted to convicted impaired drivers | | |
| Evaluations: | None | | |
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6.0 KEY FINDINGS AND RECOMMENDATIONS

In addition to providing a contemporary source of information on procedures and programs for dealing with DWI offenders in Canada, it was also the purpose of this report to suggest ways to enhance the efficacy of efforts targeted at the DWI offender by identifying: (1) gaps in existing procedures and programs as well as key issues that need to be explored in greater detail; (2) critical research needs that, if addressed, would enhance our understanding of the DWI offender; and, (3) promising programs that could be evaluated for the purposes of determining their effectiveness and appropriateness to serve as models for others to use.

This section discusses these issues in three subsections -- the first examines gaps and key issues in procedures and programs; the second identifies research needs; and the third examines issues related to evaluation.

6.1 Gaps and Key Issues in Procedures and Programs

In the course of compiling information for this project, several information gaps concerning current systems and programs became apparent which, if filled, could improve the overall efficiency and effectiveness of procedures and programs for DWI offenders. Several key issues also arose that present problems for the efficient operation of procedures and delivery of programs. This section discusses these gaps and key issues and recommends a course of action that can be taken.

Cooperation among agencies. In most jurisdictions, numerous different government departments or agencies are responsible for, or come into contact with, DWI offenders. For example, the police, justice, transportation, licensing, health and corrections typically have some responsibility for impaired drivers. In many respects, the involvement of so many departments reflects the multidimensional nature of the problem. Unfortunately, there is often either a lack of, or an inefficient system for, communication and coordination among the various departments. This results in some

agencies being unaware of what others are doing and how the various programs and procedures fit together. Where there are gaps in the coordination of programs and activities of different agencies, there is the potential for offenders to slip through the cracks and effectively by-pass various aspects of intended procedures and programs. It is, therefore, recommended that:

- ◆ *jurisdictions with an existing interagency committee on impaired driving coordinate the activities of the various departments and serve as a liaison between them; and,*
- ◆ *jurisdictions without an active interagency committee pursue the formation of one.*

Access to programs. In some jurisdictions, there are either no rehabilitation programs presently available or there is limited access to those that are offered. For example, neither Newfoundland nor British Columbia presently have rehabilitation programs for DWI offenders. Both jurisdictions, however, are considering the implementation of programs. In Ontario, there exists a scattered array of educational programs available only in selected communities. These programs vary in style, format, and approach with little consistency among them. Access is most generally through judicial order and the number of offenders attending such programs represents a small proportion of the overall number of offenders in the province each year. A more efficient approach involves requiring attendance as a condition of licence reinstatement.

It is, therefore, recommended that:

- ◆ *jurisdictions that do not presently have DWI offender rehabilitation programs widely available undertake the development of a standard program with a detailed curriculum so that the same program can be delivered consistently in all regions of the jurisdiction; and,*
- ◆ *to ensure that all offenders have equal access to the program, attendance be made an administrative requirement of licence reinstatement.*

Matching offenders with programs. One of the problems of rehabilitation programs for DWI offenders that has been repeatedly identified is the heterogeneity of offenders who attend. Some offenders are simply not suited to attend certain programs and are unlikely to derive significant benefit from it. For example, offenders who are

dependent on alcohol are unlikely to benefit from an educational program and would more appropriately be directed to a treatment program. The efficiency and effectiveness of programs would be greatly enhanced by ensuring that programs were attended only by those offenders who were most likely to benefit from them -- i.e., matching offenders to programs.

The key element in matching offenders to programs is the systematic assessment or screening of all DWI offenders. At the very least, this assessment would determine the level or extent of alcohol abuse. The results of the assessment would be used to determine the most appropriate remedial/rehabilitation program for the individual.

It is strongly recommended that:

- ◆ *jurisdictions implement a system of assessment/screening for all convicted DWI offenders and that the results of the assessment be used as a basis for directing offenders to the appropriate rehabilitation programs.*

Monitoring and follow-up. From the review of offender programs, it is apparent that routine monitoring and follow-up of offenders is rare. Once offenders have completed a program or are given treatment recommendations they are typically on their own. Only a portion of all offenders will act on the recommendations and actually enter the recommended treatment program. Others may initiate treatment but fail to complete it.

Once offenders have completed a given program, periodic follow-up can be used to facilitate compliance with treatment recommendations. Indeed, a recent study has demonstrated that routine monitoring and follow-up of DWI offenders is an effective approach to prevent recidivism among both first and repeat offenders (e.g., Voas and Tippetts, 1990).

It is, therefore, recommended that:

- ◆ *jurisdictions implement a system of routine monitoring and follow-up of DWI offenders to enhance compliance with treatment recommendations and the overall effectiveness of programs.*

Roadside Suspensions. Most provinces and territories have legislation that allows a police officer to suspend at roadside the licence of any driver found to have a BAC above some minimal value (usually 50 mg%) but below the level specified in the Criminal Code (i.e., 80 mg%). This legislation provides for swift and certain action to be taken against the marginally impaired driver to remove them from the road before they become involved in an alcohol-related crash. Such suspensions result in no further sanctions and no action is taken for repeated suspensions.

The efficiency of issuing roadside suspensions has undoubtedly contributed to the widespread use of the procedure across Canada. There is, however, little information available concerning the effectiveness of roadside suspensions in preventing subsequent incidents of impaired driving or alcohol-related crashes. To a large extent, the lack of information about roadside suspensions stems from the fact that few jurisdictions make note of such suspensions on the driver's record. Keeping a record of such suspensions would allow for the possibility of addressing many as yet unanswered questions about the use and effectiveness of roadside suspensions.

It has also been reported that in some cases police officers are issuing roadside suspensions to drivers in lieu of laying charges for impaired driving under the Criminal Code (Moyer, 1991). Taking this action has the effect of immediately removing the drinking driver from the road but also saves the police officer several hours processing an impaired driving charge. The apparent efficiency of this approach, however, has unknown longer term consequences in preventing subsequent instances of impaired driving.

It is, therefore, recommended that:

- ◆ *a record of all roadside suspensions issued to a driver be made on the driver licence file; and,*
- ◆ *the practice of issuing roadside suspensions to drivers who could possibly be charged with impaired driving under the Criminal Code should be thoroughly investigated to determine the circumstances under which it occurs, the reasons for the practice, and the implications of doing so.*

6.2 Information and Research Needs

It is essential that the development and implementation of effective programs for offenders be based on the best available information. Although , the amount of information on offenders has proliferated rapidly over the past several years, there remain many unanswered questions that, if addressed, would be of great utility in developing and refining programs and procedures for dealing with DWI offenders. Some of the areas in need of further study are outlined below.

Prediction of potential repeat offenders. The incidence of recidivism has been increasing and, in some jurisdictions, as many as 60% of offenders have been previously convicted of impaired driving. For the majority of offenders, the sanctions imposed and programs completed for the previous offence were ineffective in preventing subsequent convictions. The efficiency and effectiveness of rehabilitation programs could be significantly enhanced if it were possible, at the time of the first conviction, to identify offenders most likely to repeat the offence. Rehabilitation programs could then be tailored specifically to, and utilized exclusively by, this high risk group of offenders.

It is recommended that:

- ◆ *a longitudinal prospective study of first-time DWI offenders be undertaken to identify the characteristics of those most likely to repeat the offence.*

Who benefits from which programs? Where more than one rehabilitation option exists, program assignments are often based on either: (1) the number of convictions without consideration of the characteristics or needs of the offender -- i.e., first offenders are required to attend one program and second offenders are required to attend another; or (2) the results of an assessment process. While this latter approach appears to provide a more rational basis for assignment to programs, decisions are often based largely on intuition and clinical judgment and not on empirical evidence of which types of individuals are most likely to benefit from which programs.

The efficacy and efficiency of rehabilitation programs could be greatly enhanced if it were known which types of individuals were most likely to derive the greatest benefit from which types of programs. It is, therefore, recommended that:

- ◆ *a longitudinal, prospective study of offenders attending different types of rehabilitation programs be conducted to determine the offender characteristics most predictive of success in each type of program.*

Which program elements are most effective? Most rehabilitation programs consist of a collection of several different elements, each presumed to contribute to the overall success of the program. For example, an educational program may cover five or six topic areas and use a number of pedagogical techniques such as videos, small group interactions, and paper and pencil exercises. It is not known whether all of these elements are necessary or whether two or three could be eliminated without altering the overall effectiveness of the program.

It is recommended that:

- ◆ *a study be conducted of each of the major components of a program to determine which elements are most effective.*

Why are programs not more effective? Rehabilitation programs are typically developed by experts and administrators on the basis of what they perceive to be the needs of offenders. Most evaluations of DWI programs confine their data sources to responses to structured questionnaires and official records and assess the success of the program in terms of changes in questionnaire responses, the incidence of subsequent DWI charges, other violations, and/or alcohol-related crashes. Although this approach indicates the "bottom line" effectiveness of a particular countermeasure, it fails to provide insight into why the program achieves results, the conditions under which it does and does not work, the type of offenders for whom it is and is not effective, or the reasons for apparent failure.

To understand the reasons for either success or failure of a given program, it is important to obtain direct, frank and honest feedback from individuals who have experienced a particular program. In order to maximize the effectiveness of the various measures, it is imperative to understand how offenders perceive and respond to these measures. This requires in-depth interviews with individual offenders who have completed various programs. These interviews must be conducted several months after completion of the program and by an agency that has no connection with the program or its administration. Occasionally, offenders are provided an opportunity at the end of

a program to indicate what they did and did not like about the program. The feedback provided in this situation is biased by the recency of the program and the fact that such interviews are often conducted by program staff. The validity and utility of the information provided could be greatly enhanced by separating the collection of this type of information from the program and its administration.

Therefore, it is recommended that:

- ◆ *a series of in-depth discussions be held with a large group of DWI offenders who have experienced various rehabilitation programs as a means to determine their thoughts about the effectiveness of programs, the reasons why sanctions were or were not effective, and how programs could be changed to better meet their needs.*

6.3 Evaluation Options

Evaluation is a critical component of any program. The purpose of evaluation is not only to determine how effective a program is but also to identify ways for enhancing its effectiveness. In this latter sense, evaluation is viewed as a constructive process.

Some of the programs described in this report have been the subject of evaluation studies. Typically, these studies involve an assessment of the delivery and administration of the program (i.e., process evaluation) as well as a short-term follow-up of a group of participants to determine changes in attitudes, knowledge and/or behaviour (i.e., outcome evaluation). While the process evaluations have undoubtedly been invaluable to program administrators, the outcome evaluations are generally weak and inconclusive, providing no definitive evidence about the effectiveness of the program.

More methodologically rigorous studies are urgently needed to determine the extent of benefits that can be expected from DWI programs. The results of such studies could be used to help refine programs to enhance their efficiency and effectiveness and to help administrators in other jurisdictions determine which types of programs should be implemented.

On the basis of the review of DWI offender programs in Canada, several existing and proposed programs have been identified as potential candidates for evaluation research.

These programs were selected on the basis of an assessment of their unique approach, their consistency in content and delivery, their accessibility and applicability to a broad population of offenders, and their potential to show positive effects.

It is recommended that:

- ◆ *methodologically rigorous evaluation studies be conducted on the following programs:*
- **Manitoba's comprehensive system of assessment and rehabilitation.** The impaired driver program in Manitoba comes as close as possible to the model system described in Section 4.0. It is an integrated system of assessment and rehabilitation that uses the results of the assessment to guide decisions concerning rehabilitation options. The program is required of all offenders which provides a sufficiently large population for the study. In addition, the several rehabilitation programs available within the system provide the opportunity to examine the effectiveness of these programs and the matching of offenders to programs.

A series of studies on this program was conducted several years ago and a report published in 1990. One of these studies was an outcome evaluation. The design of this study, however, was insufficient to permit any definitive conclusions about the effectiveness of the program. Because this program contains so many of the elements deemed essential to an effective system of dealing with offenders, a more thorough, comprehensive, and controlled evaluation study should be designed and conducted by a respected and reputable agency that is not directly associated with the program or its administration. Such a study could also address some of the research questions posed in the previous section.

- **Alberta's IMPACT program.** The *IMPACT* program is an intensive residential weekend assessment intervention program required of all repeat offenders in Alberta. This type of program is becoming increasingly popular in North America. In fact, the Auto Control Plus program in New Brunswick follows a similar model. The *IMPACT* program is widely available and is delivered consistently, making it a most suitable candidate for evaluation.

A recent evaluation of the *IMPACT* program provides evidence suggestive of positive effects. The design of the study, however, renders the results largely inconclusive. A more thorough and rigorous evaluation would provide a better indication of the extent of *IMPACT*'s effectiveness.

- **Alberta's alcohol ignition interlock program.** The alcohol ignition interlock program in Alberta is unique in Canada. Evaluation studies of interlock programs in the United States have demonstrated

beneficial effects. The Alberta program differs from the U.S. programs in that access to the program is handled administratively (not judicially) and the program is now available to first-time offenders. As more jurisdictions begin to consider implementing an interlock program, it is important for them to be able to determine the extent of the benefits that may be expected from this type of program.

- ***Newfoundland's proposed 24-hour roadside suspension program.*** Newfoundland has proposed a 24-hour roadside suspension for drivers found to have a BAC in excess of 50 mg%. The proposed system has several features that make it unique from other roadside suspension laws in Canada. First, offenders will be required to pay a \$100 licence reinstatement fee. Second, a record will be made of all such suspensions. Third, repeat suspensions will result in a longer-term suspension and, finally, repeat offenders will be required to attend a brief educational program. These aspects of the roadside suspension program provide enhanced deterrent and rehabilitative components not available elsewhere in Canada.

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