

The Official Newsletter of the Canadian Association of Road Safety Professionals



THE SAFETY NETWORK ***LE RÉSEAU-SÉCURITÉ***

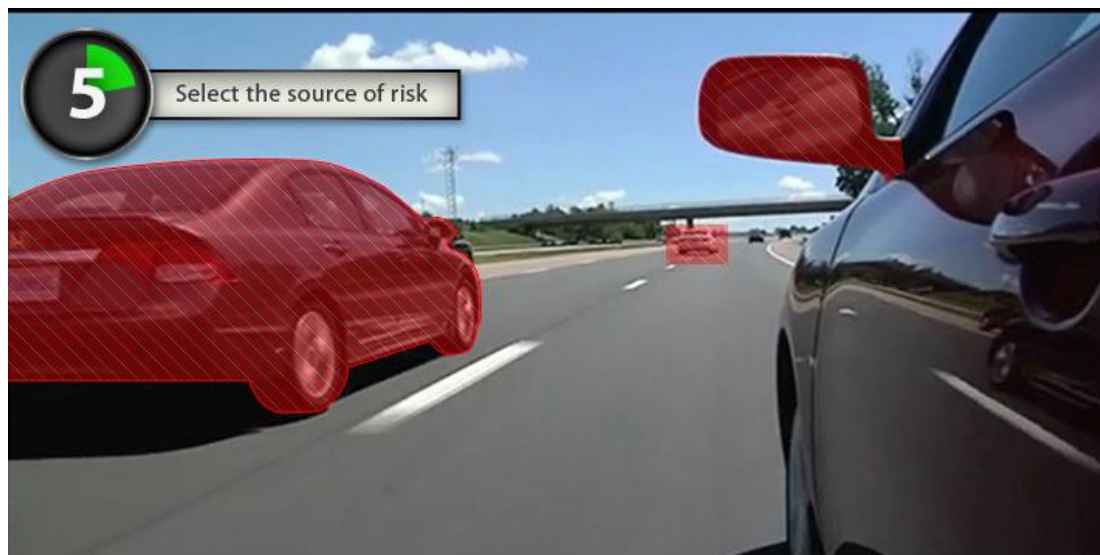
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Front cover images: Screen captures of Canada's first online National Driving Test

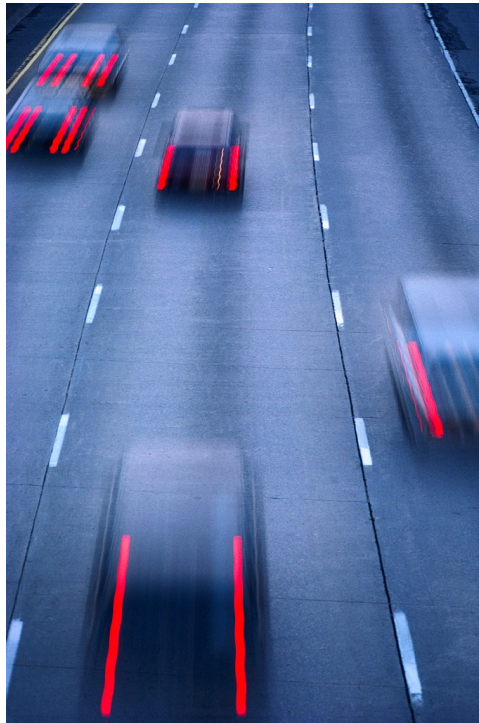


Distracted Driving Issue

We've all witnessed behaviors on the road that prove one thing: whatever people are focusing on, it's NOT the task of driving.



Editorial



It is Christmas Eve, and I've just come from a busy shopping mall where I watched in amazement as a young lady backed out into the traffic chaos while she chattered away on her phone, oblivious to the danger.

Earlier in the day, I had coffee with a friend who has worked for nine years as a flagger at road construction sites all across the Lower Mainland of BC. I will call her Virginia (not her real name) and she's seen everything. Once she was working at an overpass reconstruction on the Trans-Canada Highway near Langley. Due to the construction, traffic had to exit at a different intersection. This change was indicated well in advance by flashing lights, huge signs, and periodic orange pylons. Still, in one hour period on a Sunday morning, Virginia counted 78 drivers who missed all these. When stopped and

quizzed about their error, they admitted to never having seen the signs or even realizing they were in a construction zone.

On another occasion, she was managing traffic at a work site near the north end of the Lions Gate Bridge. A motorcyclist had stopped in response to her luminous yellow clothing and her hand-held sign. Coming from behind it, a speeding motorist missed all the warning signs and screeched to a stop a little too late to avoid hitting the motorcycle. Virginia couldn't resist asking the bewildered motorist, "How can you miss something so big and yellow?" The answer: "I didn't see you".

Flaggers spend much of their time just a few meters from the path of these drivers. Sometimes, they are too close, as Jennifer Beauregard discovered early in the morning of September 25th, 2009. At her worksite in Delta, she was hit by an inattentive SUV driver who was texting in a construction zone. Jennifer suffered multiple injuries—ruptured spleen, cracked ribs, severe brain hemorrhage. In fact, she wasn't expected to survive. She lived, but spent six days in a coma and two months in hospital, and will likely never recover fully.

We've all witnessed behaviors on the road that prove one thing: whatever people are focusing on, it's NOT the task of driving. Motorists are preoccupied with family squabbles, work tensions, looming deadlines, crying infants, seething anger, technological gadgets and more. Little wonder that driver distraction figures in an alarming number of road crashes. And texting while driving hasn't really caught on yet.

I sometimes wonder if we've made driving too easy. Highways are straight and

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smooth. Warning signs alert us well in advance of any hazards or surprises. Anti-lock brakes, multiple air bags and four-wheel-drive technologies make us feel invulnerable. We've come to depend on push-button pedestrian crossings, traction control systems and separated bicycle lanes. Driving has become so mindless that our minds are desperate for stimulation. We are becoming a generation of distracted drivers who are becoming less, not more safe, on Canadian roads.

So what's the solution to the problem of distracted driving? Tougher laws? Better education? More rigorous driver training? Smarter technologies? All of these may help, but I think we'll find the answer only if two things happen together: 1) more and more individual drivers recognize that we actually have a problem, and 2) multiple stakeholders in road safety collaborate to find and implement a coordinated campaign to address it. You can be part of the solution.

Read on. And please . . . stay focused on the road when you drive.

Harold W. Faw, Ph. D
Professor
Trinity Western University

So what's the solution to the problem of distracted driving? Tougher laws? Better education? More rigorous driver training? Smarter technologies?



Éditorial

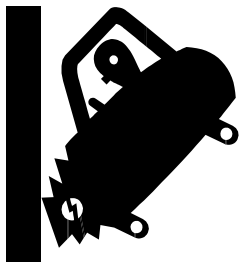
C'est la veille de Noël et je reviens d'un centre commercial bondé. J'y ai observé avec étonnement une jeune femme faire marche arrière avec son véhicule, tout en discutant au téléphone, sans se soucier du chaos qui régnait dans le stationnement.

Plus tôt dans la journée, j'étais allé prendre un café avec une amie qui a été pendant neuf ans signaliseuse sur plusieurs chantiers de construction dans le Lower Mainland, en Colombie-Britannique. Virginia (nom fictif) en a vu de toutes sortes. L'un des chantiers où elle a travaillé était celui de la reconstruction d'un pont d'étagement sur l'autoroute Transcanadienne, près de Langley. En raison de la construction, les conducteurs devaient sortir à une autre intersection. Ce changement était indiqué bien avant la sortie à l'aide de feux clignotants, de panneaux surdimensionnés et de cônes de balisage. Malgré cela, un dimanche matin, en l'espace d'une heure, Virginia a compté 78 conducteurs qui n'ont remarqué aucune des indications. Lorsqu'on leur a demandé pourquoi ils avaient commis cette erreur, les conducteurs ont admis n'avoir remarqué aucune des indications, ou même de n'avoir pas remarqué qu'ils circulaient dans une zone de construction.

Lors d'une autre journée de travail, elle dirigeait la circulation sur un chantier de construction près de l'extrémité nord du pont Lions Gate. Un motocycliste s'était arrêté selon les directives de Virginia, après avoir vu ses vêtements jaunes réfléchissants et son panneau portatif. Un autre conducteur arrivant à vive allure derrière le motocycliste n'a remarqué aucun de ces signes et s'est arrêté brusquement, un peu

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Les signaleurs passent la majorité de leur temps à quelques mètres du trajet emprunté par les conducteurs.



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trop tard pour éviter le motocycliste. Virginia n'a pu s'empêcher de demander au conducteur du véhicule comment il avait pu ne pas remarquer quelque chose d'aussi visiblement gros et jaune. Le conducteur lui a répondu qu'il ne l'avait pas vue.

Les signaleurs passent la majorité de leur temps à quelques mètres du trajet emprunté par les conducteurs. Ils sont parfois trop près de la circulation, comme Jennifer Beauregard l'a appris à ses dépens, tôt dans la matinée du 25 septembre 2009. Alors qu'elle travaillait sur un chantier à Delta, elle a été heurtée par le conducteur inattentif d'un VUS qui textait au volant, alors qu'il circulait dans une zone de construction. Jennifer a subi de multiples blessures : une rupture de la rate, des côtes fracturées et une sévère hémorragie au cerveau. Les médecins croyaient qu'elle ne s'en sortirait pas. Après avoir passé six jours dans le coma et deux mois à l'hôpital, elle a survécu. Par contre, elle ne se remettra probablement jamais complètement de ses blessures.

Nous avons tous été témoins de comportements prouvant une chose : bien des conducteurs sont concentrés sur autre chose que la tâche de conduire. Ils sont souvent préoccupés par différentes situations, comme une dispute familiale, les tensions au travail, les échéances à venir, les jeunes enfants pleurant sur la banquette arrière, leurs frustrations, les gadgets technologiques et bien d'autres. Il n'est donc pas étonnant que les distractions au volant soient mentionnées dans un nombre alarmant de collisions routières, et ce, même si la majorité des gens n'a pas encore commencé à texter au volant.

Je me demande parfois si conduire n'est pas devenu trop facile. Les routes sont droites et régulières. Des panneaux nous avertissent à l'avance des risques ou des surprises qui pourraient survenir. Nous nous croyons invulnérables grâce aux systèmes de freinage antiblocage, aux multiples coussins gonflables et aux systèmes quatre roues motrices. Nous comptons maintenant sur des boutons activant des feux pour piétons, des systèmes d'antipatinage et des voies réservées pour les cyclistes. Conduire se fait maintenant de façon tellement automatique que nous cherchons désespérément d'autres stimuli. Nous devenons une génération de conducteurs distraits, qui ont de moins en moins des comportements sécuritaires.

Quelle est donc la solution au problème des distractions au volant? Devrait-on avoir des lois plus sévères? Une meilleure éducation? Une formation plus rigoureuse pour les futurs conducteurs? Des technologies plus intelligentes? Toutes ces suggestions pourraient aider à améliorer la situa-



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tion, mais je crois que nous ne trouverons la solution que lorsque les deux choses suivantes se produiront. Premièrement, de plus en plus de conducteurs doivent reconnaître qu'il y a effectivement un problème de distractions au volant. Deuxièmement, plusieurs intervenants en sécurité routière doivent collaborer pour trouver et mettre en œuvre une campagne de sensibilisation sur le sujet. Vous pouvez faire partie de la solution.

Continuez à vous informer. Et s'il vous plaît... restez concentrés sur la route lorsque vous conduisez.!

Harold W. Faw, Ph. D
Professor
Trinity Western University

Distracted Driving in Canada

L'intérêt et l'inquiétude suscités par la distraction au volant au Canada ont grandis substantiellement au cours de la dernière décennie. Les résultats de sondages qui ont examiné l'attitude et le comportement du public depuis dix ans sont comparés. Un compte rendu des réponses des gouvernements est effectué. TIRF rendra public les résultats d'un nouveau sondage au printemps 2011.



Interest in and concern about distracted driving in Canada has grown substantially over the past decade. As evidence of this, in 2002 the Traffic Injury Research Foundation (TIRF) Road Safety Monitor (RSM) showed that just 40% of Canadian drivers believed that driver distraction was a serious problem. Cell phone use, however, was of greater concern with two-thirds reporting that cell phone use by drivers is a serious or extremely serious problem. The survey also noted that approximately 20% of drivers reported

using a cell phone while driving in the past seven days. However, many said they used the phone sparingly, with 58% of drivers who acknowledged using a phone while driving also reporting they did so for less than ten minutes a week.

A follow-up RSM on distracted driving in 2006 revealed a substantial increase both in the number of Canadians concerned about distracted driving (70% as compared with 40%) and the number of Canadians who reported using a cell phone while driving in the past seven days (37% as compared with 20%). However, the proportion of Canadians choosing to limit their use of a phone to less than ten minutes per week while driving also increased (up from 58% to 69%).

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Quelle est donc la solution au problème de distractions au volant? Devrait-on avoir des lois plus sévères? Une meilleure éducation? Une formation plus rigoureuse pour les futurs conducteurs?



Interest in and concern about distracted driving in Canada has grown substantially over the past decade.

More recently in November 2010, the Canadian Automobile Association released the results of a Canadian poll that showed distracted driving had surpassed impaired driving as the number one road safety concern, with 85% reporting agreement.



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More recently in November 2010, the Canadian Automobile Association released the results of a Canadian poll that showed distracted driving had surpassed impaired driving as the number one road safety concern, with 85% reporting agreement.

In response to these high levels of concern, almost all Canadian jurisdictions have passed or at least introduced legislation banning handheld devices as of December 2010 (the only exceptions being the Northwest Territories and Nunavut). To date, only British Columbia and Saskatchewan have also banned hands free devices for novice drivers. In addition, several jurisdictions are implementing public awareness activities, and are conducting or planning an evaluation of these initiatives (see <http://www.ccmta.ca/english/committees/rsrp/strid-distraction/strid-distraction-reports.cfm>).

In Spring 2011, TIRF will release results from the 2010 RSM on distracted driving. Topics will include the types of distractions of concern to Canadians, along with their self-reported behaviours including: differences between in-vehicle and external distractions; differences between handheld and hands free usage while driving; and the role of distraction in crashes.

Sara Oglestone
Traffic Injury Research Foundation

Driver Distraction: Update on Canadian Legislation

Résumé: Des lois limitant les distractions au volant ont été instaurées dans plusieurs provinces canadiennes. Cet article fournit de l'information au sujet des différentes lois et sanctions, ainsi que des liens vers des sites contenant des renseignements supplémentaires.

Wireless technology is an integral part of Canadian life. As of September 2010 there were approximately 24 million wireless phone subscribers in Canada and 163 million text messages sent each day (CWTA, 2011). Texting while driving has recently risen to the top of Canadians driver safety concerns. (CAA, 2010). A recent survey indicated that 86% of Canadian drivers did not approve of using a cell phone while driving. In that same survey 52% of those respondents, however, admitted to using their cell phone while driving (RBC, 2008).

The Facts:

- It is illegal to use a hand held phone to call or text almost everywhere in Canada. Over 90% of Canada's licensed drivers are affected by distraction legislation in their home province or territory.
- Drivers who text have been found to have a crash rate 23 times greater than when they are not texting (Olsen et al., 2009)

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*(Continued from page 6)***What you can do:**

- Even when using a hands-free phone, you are less likely to be aware of the driving environment around you. This can lead to a slowed response to a critical event or worse — you may not detect it at all.
- One study found that in 80% of the crashes examined, the driver had looked away from the road in the 3-second period prior to the crash (Dingus et al., 2006)
- **Learn to avoid distracted driving —** Visit the Transport Canada website for information on how to avoid being distracted while driving. Links are provided to research and additional sites as well.
<http://www.tc.gc.ca/eng/roadsafety/SafeDrivers-distractions-index-52.htm>
- **Make a commitment to Leave the Phone Alone —**
<http://www.leavephonealone.ca/pledge.php>
You can follow this group on Facebook

What you need to know:

As of 1 January 2011, over 90% of Canada's licensed drivers have distraction legislation in their home province or territory. The legislation, however, is not uniform across Canada. It differs on the technological focus (cell phones or other technologies/activities), the mode of interaction (hand-held vs. hands free), the targeted users (novice drivers, professional drivers) and the types of penalties (fines and/or demerit points). Much of Canadian distraction legislation is new; with most of it being implemented in the past two years. Some of the existing laws have been recently updated to accommodate the changes in technology and changes in the use of these technologies (e.g., texting). Evaluations of the various approaches will be made in the coming years.

- **Know the current legislation in your province or territory**
Provided on the TC website.
<http://www.tc.gc.ca/eng/roadsafety/safedrivers-distractions-current-legislation-1074.htm>
- **Know the penalties associated with the laws**
Provided on the Canadian Council of Motor Transport Administrators (CCMTA) website.
http://ccmta.ca/english/pdf/strid_distraction_canadian_fines_and_demerit_points.pdf

Joanne L. Harbluk, Ph.D.
Road Safety, Transport Canada



As of 1 January 2011, over 90% of Canada's licensed drivers have distraction legislation in their home province or territory.



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Leave the Phone Alone!

National Awareness Campaign to Curb Traffic Deaths Targeting Younger Drivers Launched



A national awareness campaign to cut down on traffic deaths among younger drivers was launched this past November across Canada to curb the increasing number of users of cell phones and other hand-held and hands-free portable electronic devices from making calls and texting behind the wheel of a motorized vehicle.

This ongoing appeal is spearheaded by the Canadian Global Road Safety Committee, whose membership is made up of injury prevention and road safety professionals. The campaign was launched

only days before November 17, which was the 2010 date for the National Day of Remembrance for Road Crash Victims. This was the third year a day had been set aside to remember those killed or seriously injured on Canadian roads. This year's event will be held November 23, 2011.

The Canadian Global Road Safety Committee wants all drivers, and especially younger drivers to rethink their driving habits and help save lives! There are growing concerns among the public and highway safety experts of the phenomenal increase in the use of cell phones and other portable communication devices while driving. Thousands of young drivers are still using their cell phones and texting behind the wheel in spite of increased risk of injury to themselves and others, and recent laws banning their use in some Canadian provinces.

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This was the third year a day had been set aside to remember those killed or seriously injured on Canadian roads.

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In order to further educate young motorists, the Canadian Global Road Safety Committee wants to alert them to the high risks of using their cell phones and texting while driving.

The campaign is reaching out to younger drivers through the general media, and through university and college campus newspapers and radio stations across the country.

On-air radio and television station hosts and personalities, and newspaper columnists are invited to "take the pledge" on the "www.LeaveThePhoneAlone.ca" website and use their social media networks to invite drivers to rethink the way they drive. Each pledge received will automatically activate a national "live" pledge meter or counter on the website and will be rewarded by a certificate and an automobile window sticker to remind the driver of the vehicle and other motorists to LEAVE THE PHONE ALONE while driving.

In Canada, almost 2,800 people die and another 195,000 are injured every year in serious highway traffic collisions.

Valerie Todd

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C'était la troisième année qu'une journée était consacrée à ceux et celles qui ont perdu la vie ou qui ont été gravement blessés sur les routes canadiennes.



Laisse faire le cellulaire!

Lancement d'une campagne nationale de sensibilisation des jeunes conducteurs pour réduire les accidents mortels sur la route

Une campagne nationale de sensibilisation a été lancée en novembre dernier à travers le Canada pour réduire les accidents mortels sur les routes attribuables à l'usage croissant des téléphones cellulaires et autres appareils électroniques portables par les jeunes. La campagne « Laisse faire le cellulaire » s'adresse avant tout aux jeunes conducteurs qui font des appels et envoient des messages texte ou textos à partir de leur téléphone cellulaire alors qu'ils sont au volant d'un véhicule automobile.

La campagne en cours est pilotée par le *Comité canadien pour la sécurité routière mondiale*, dont les membres sont des professionnels de la prévention des blessures et de la sécurité routière. La campagne a été lancée à quelques jours seulement du 17 novembre 2010, qui était la date de la *Journée nationale du souvenir des victimes de la route*. C'était la troisième année qu'une journée était consacrée à ceux et celles qui ont perdu la vie ou qui ont été gravement blessés sur les routes canadiennes. Cette année, l'événement se tiendra le 23 novembre 2011.

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LAISSE FAIRE LE CELLULAIRE
LaisseFaireLeCellulaire.ca



LEAVE THE PHONE ALONE
LeaveThePhoneAlone.ca

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Le *Comité canadien pour la sécurité routière mondiale* veut que tous les conducteurs, et particulièrement les jeunes conducteurs, changent leurs habitudes de conduite pour sauver des vies ! On s'inquiète de plus en plus dans la population et chez les experts de la sécurité routière de l'augmentation phénoménale de l'utilisation des téléphones cellulaires et autres appareils de communication portables au volant. Des milliers de jeunes conducteurs continuent d'utiliser leurs téléphones cellulaires et autres appareils pour envoyer des messages-texte alors qu'ils sont au volant, au risque de se blesser eux-mêmes ou de causer des blessures à autrui, et ce, en dépit des lois récemment entrées en vigueur interdisant l'utilisation de ces appareils dans certaines provinces canadiennes.

Afin de mieux éduquer les jeunes automobilistes, le *Comité canadien pour la sécurité routière mondiale* veut les sensibiliser aux dangers de faire et de prendre des appels ou des textos au moyen de leur téléphone cellulaire lorsqu'ils sont au volant d'un véhicule automobile.

La campagne lance donc un appel aux jeunes conducteurs par les médias, et par le biais des journaux étudiants et des radios étudiantes sur les campus des collèges et universités d'un bout à l'autre du pays.

Les animateurs et les personnalités connues de la radio et de la télévision, de même que les chroniqueurs des journaux sont invités à « prendre l'engagement » sur le site web « www.LaisseFaireLeCellulaire.ca » et de mettre à profit leurs réseaux au moyen des médias sociaux pour inviter les conducteurs à changer leurs habitudes de conduite. Chaque promesse inscrite sur le site web activera automatiquement un compteur national « en direct » qui enregistrera celle-ci. Chaque adhérent à la promesse pourra ensuite recevoir un certificat et un autocollant gratuit pour apposer sur la fenêtre arrière de son automobile lui rappelant, à lui et aux autres automobilistes, de prendre l'engagement « LAISSE FAIRE LE CELLULAIRE » au volant.

Au Canada, près de 2 800 personnes perdent la vie et 195 000 autres personnes sont blessées chaque année dans des collisions graves sur la route.

COMITÉ CANADIEN POUR LA SÉCURITÉ ROUTIÈRE MONDIALE

Valerie Todd

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8 out of 10 Collisions Caused by Distracted Driving

Résumé : Selon un sondage réalisé l'été dernier pour une compagnie d'assurances, 75 % des conducteurs canadiens avouent être distraits au volant. Les résultats complets du sondage (en anglais) peuvent être consultés à l'adresse suivante : www.goodhandsadvice.ca/media/distraction/results.pdf

TORONTO - October 4, 2010 – Nearly all Canadian drivers view distracted driving negatively, yet most Canadians (75 per cent) still engage in the behaviour, according to a new Allstate Canada poll conducted by Leger Marketing.

Distracted driving consists of visual, manual or cognitive distractions. The most common are: talking on a mobile phone or texting while driving, changing a CD, eating or drinking, using an electronic device like a GPS, applying makeup or being pre-occupied with other passengers.

Canadians perceive the types of distracted driving behaviours differently. For example, 88 per cent of Canadians perceive texting while driving negatively but only 19 per cent have a negative view of adjusting the radio or iPod. Regardless of the distraction, taking your eyes off the road for five seconds while driving at 90 km/h is like driving the length of a football field completely blind.

"Our research shows that Canadians do not fully understand what is considered to be a distraction while driving and continue to engage in those dangerous behaviours," says Saskia Matheson of Allstate Insurance Company of Canada. In fact, eight out of every 10 collisions are caused by distracted driving. Full survey results are available at www.goodhandsadvice.ca/media/distraction/results.pdf.

Allstate Canada is also encouraging young Canadians to take the Action Against Distraction pledge. By taking the pledge, Canadians confirm their commitment to avoid distractions while driving and make a promise to themselves and their community to do their part to make the roads a safer place.

To learn more about distracted driving, Canadians can contact their local Allstate agency or visit <http://www.goodhandsadvice.ca/distraction> where they can watch a video, sign the Action Against Distraction pledge and find out more information about the dangers of distracted driving.



Nearly all Canadian drivers view distracted driving negatively, yet most Canadians (75 per cent) still engage in the behaviour, according to a new Allstate Canada poll conducted by Leger Marketing.



Compared to monolinguals; bilinguals may better be able to handle other distracting driving situations such as an unruly passengers, inclement weather, or navigating new roads.



Are Bilingual Drivers Less Distracted by Cellular Telephones?



With the advancement of technology inside vehicles (e.g. GPS, smart phones, satellite radio, mobile telephones, etc.), drivers are faced with an increasing number of distractions. These distractions are in addition to already established distractions such as dashboard controls, passengers, and poor weather conditions.

Driver performance impairments from speaking over both hand held and hands-free cellular telephones are well recognized in the driving literature (see Wiesenthal & Singhal, 2005). Bilingualism has been shown to result in performance advantages in dual task paradigms that involve divided attention similar to driving while speaking over a cellular telephone (Bialystok, 1999, 2006; Bialystok et al., 2005; Kormi-Nouri et al., 2003).

Bilinguals were expected to perform better than monolinguals when driving while performing a variety of verbal tasks with a simulated hands-free cellular telephone. 87 students from a large urban Canadian university participated in the study following assessment of their linguistic fluency. The conditions consisted

of control trials with either computer simulated driving-only or just verbal tasks, along with the experimental dual tasks of driving while performing simultaneous verbal tasks.

Across all participants, driving while speaking over a hands-free cellular telephone resulted in significantly poorer driving or "safe zone violation" (exceeding speed limits and straying from their lane) compared to when driving without performing the verbal tasks. Bilinguals, as shown in **Figure 1**, demonstrated significantly smaller decrements than monolinguals in driving performance when transitioning from driving-only conditions to dual task conditions of driving while performing a series of verbal tasks compared to monolinguals. In difficult driving situations, or on busy roadways, this difference in the decrement to performance may have safety implications in terms of superior ability to avoid collisions and traffic violations. Compared to monolinguals; bilinguals may better be able to handle other distracting driving situations such as an unruly passengers, inclement weather, or navigating new roads.

Jason Telner , York University
David L. Wiesenthal, York University

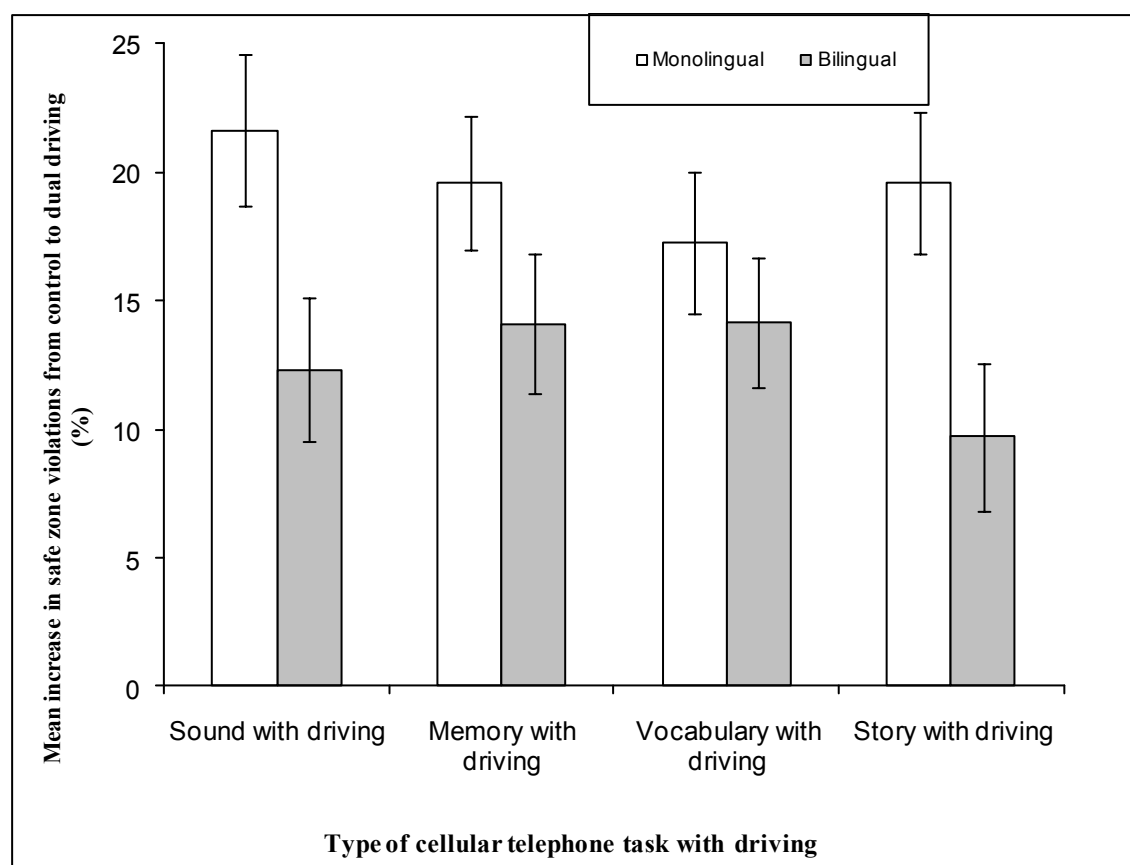


Figure 1. Mean increase in safe zone violations from driving-only to dual-task driving for monolinguals and bilinguals performing a series of verbal tests. The error bars indicate the standard error of the mean.

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Comparativement aux personnes unilingues, les personnes bilingues semblent plus en mesure de réagir aux autres distractions au volant comme la présence de passagers turbulents, des conditions inclementes ou la conduite sur une route inconnue.



Les personnes bilingues sont-elles moins distraites par leur téléphone cellulaire?

En raison des nouvelles technologies disponibles dans les véhicules (par exemple les systèmes GPS, les téléphones intelligents, les radios satellites, les téléphones cellulaires, etc.), les conducteurs sont soumis à un nombre croissant de distractions. Celles-ci s'ajoutent à celles déjà présentes, comme les commandes du tableau de bord, la présence de passagers et les mauvaises conditions météorologiques.

La détérioration des habiletés de conduite due à l'utilisation du téléphone cellulaire, avec ou sans fonction mains libres, est bien documentée (voir Wiesensthal et Singhal, 2005). Il a été démontré que le bilinguisme donne un avantage lors de l'exécution de tâches simultanées nécessitant la division de l'attention, comme dans le cas d'une personne qui conduit en parlant au cellulaire (Bialystok, 1999, 2006, Bialystok et al., 2005, Kormi-Nouri et al., 2003).

Selon l'hypothèse émise, les habiletés de conduite des personnes bilingues devaient être meilleures que celles des personnes unilingues lors de l'exécution d'une série de tâches verbales reproduisant une conversation téléphonique en mode mains libres. Quatre-vingt-sept étudiants d'une grande université canadienne ont participé à l'étude après une évaluation de leurs compétences linguistiques à l'oral. Ils ont tout d'abord été soumis à des tests d'habileté portant uniquement sur la conduite simulée par ordinateur ou sur les tâches verbales. Ils ont ensuite été soumis à un test combinant la conduite et l'exécution de tâches verbales.

Des résultats significatifs démontrent qu'il y a une diminution des habiletés de conduite ou une augmentation du nombre de sorties de la « zone sécuritaire » (vitesse excédant les limites ou déviation de la voie) chez tous les participants lorsqu'ils conduisent et parlent en mode mains libres, comparativement à la conduite seule. Tel qu'illustré à la figure 1, comparativement aux personnes unilingues, les personnes bilingues ont présenté une diminution significative moins marquée de leurs habiletés de conduite lors du passage de la conduite seule à la conduite combinée à l'exécution d'une série de tâches verbales. Lors de la conduite en situations difficiles, ou sur une route achalandée, cette différence dans l'écart des habiletés de conduite peut avoir une incidence sur la sécurité en ce qui concerne la capacité générale à éviter les collisions et les violations des règles de conduite. Comparativement aux personnes unilingues, les personnes bilingues semblent plus en mesure de réagir aux autres distractions au volant comme la présence de passagers turbulents, des conditions inclementes ou la conduite sur une route inconnue.



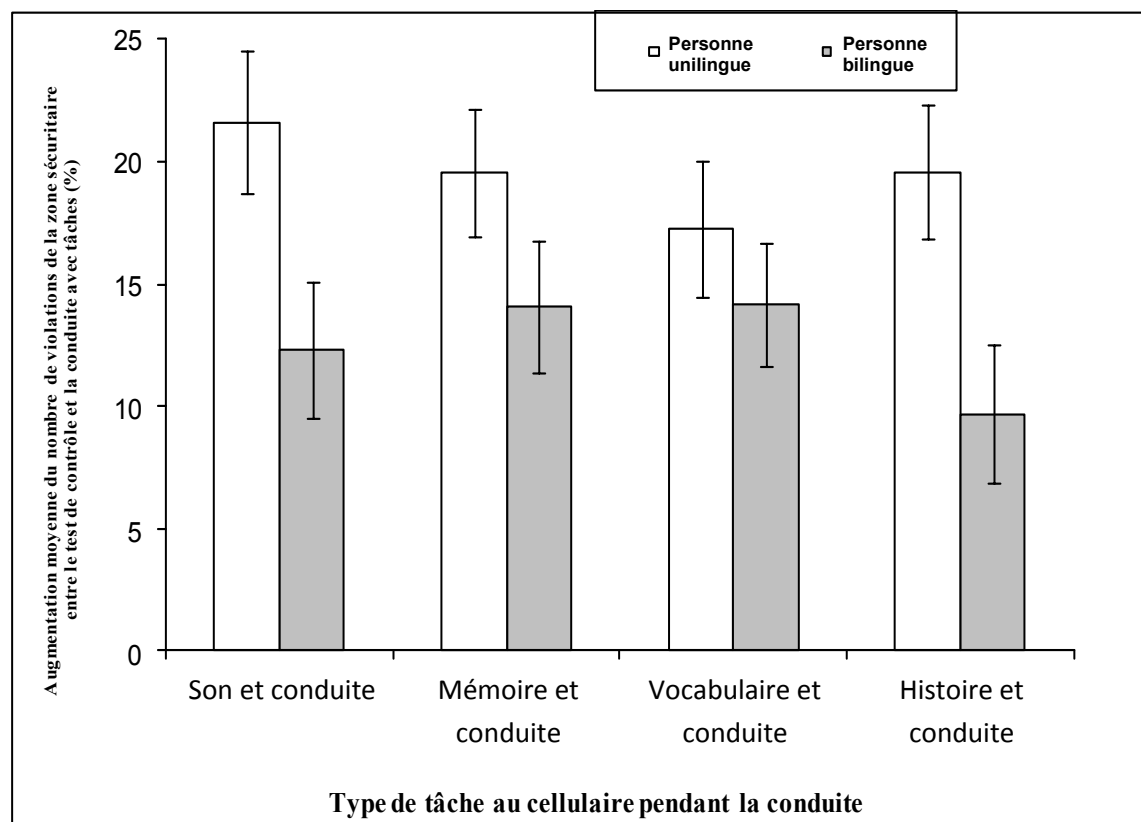


Figure 1. Augmentation moyenne du nombre de sorties de la zone sécuritaire entre la conduite seule et la conduite combinée à l'exécution de tâches verbales chez les personnes unilingues et bilingues qui ont effectué la série de tests. Les barres d'erreur indiquent l'écart-type de la moyenne.



The Insurance Corporation of British Columbia asked police across the province to share drivers' top excuses for using a hand-held cellphone while driving



Top 10 excuses for using a cellphone while driving

Les 10 excuses les plus courantes pour l'utilisation d'un cellulaire au volant

Résumé : Cet article présente les 10 excuses les plus courantes que les conducteurs de Colombie-Britannique ont données à la police après avoir été pris en flagrant délit d'avoir utilisé un cellulaire avec leurs mains en conduisant. Si vous vous reconnaissez dans ces excuses, pensez à l'influence que vos décisions peuvent avoir sur les autres.



It's been five months since British Columbia implemented the ban on using a hand-held cellphone while driving and police have issued more than 8,000 tickets. But despite the danger and the fines, people are still choosing to break the law.

The Insurance Corporation of British Columbia asked police across the province to share drivers' top excuses for using a hand-held cellphone while driving:

- **It was an urgent work call!** — *A real emergency would be if your car were flipped over in a ditch because you weren't focused on the road. Let callers know on your voicemail that you may be driving and there may be delay before you return their call.*
- **But I was stopped at a red light**— *Let's put a stop to this misconception right now: the rules apply even if you are stopped at a light.*
- **I was just checking my voicemail I didn't make a call.** *Under the new law in British Columbia, drivers can't use hand-held electronics while driving. Let voicemail do its job – call back later when it's safe to do so. Better yet, turn your cellphone off or put it in the trunk to avoid the temptation to pick it up.*
- **Driver: But I have it on hands-free! Police officer: Sir, it's not hands-free if it's in your hand.** *Hands-free doesn't equal speakerphone. Under the new law, a driver cannot use a hand-held electronic communication device and this includes hand-held cellphones, iPods and other electronic hand-held devices.*
- **But it was my mom calling!** *In order to help British Columbia drivers in the Graduated Licensing Program (GLP) become safe drivers for life, they are banned from using all phone and electronic devices, including hands-free. The only time a GLP driver is permitted to use a phone or electronic device in a car is if they're safely parked and off the roadway or are making an emergency call to 9-1-1. So parents, do your teenagers a favour and don't call when you know they'll be driving.*

(Continued on page 17)

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- **I didn't know I'm not from here. I'm from Maple Ridge (a community near Vancouver).** Wow – police really do hear it all! According to an Ipsos-Reid poll done in January 2010, 98 per cent of British Columbians are aware of the new law. The law applies to the whole province.
- **I drive better than most people – not like the ones that eat while driving.** Anything that takes your attention from the road is dangerous. Studies show that drivers who talk on a cellphone lose about 50 per cent visually of what's going on around them and are four times more likely to get into a crash.
- **I was just setting up my hands-free device.** You'll probably do a better job of setting up your hands-free (or eating, or applying makeup) when your car is parked and not moving. Make sure that you're ready for your trip before you start driving.
- **But it's my first time. Can't I just get a warning?** Police didn't start handing out tickets until a month after the ban went into effect – that's more than enough time to get the message. Consider the fine and penalty your warning, so make that first time your last.
- **It was my wife calling and I didn't dare ignore her.** Would she rather hear that you've crashed the car and you, or someone else, is hurt because you were distracted by her call? Pull over before you answer or return a call. Your life, and the lives of people around you, are much more important than your phone call – even if it's someone you love on the phone.

If you find yourself making similar excuses, think about the influence your smart driving decisions can have on others. They can help create a culture where friends, family and colleagues don't expect you to pick up right away.

For more information on the new law and smart driving tips, visit drivecellsafe.ca.

Elizabeth Heinz

Insurance Corporation of British Columbia



If you find yourself making similar excuses, think about the influence your smart driving decisions can have on others.



In support of The National Year of Road Safety 2011, Young Drivers of Canada and State Farm have partnered to create the first online national driving test.

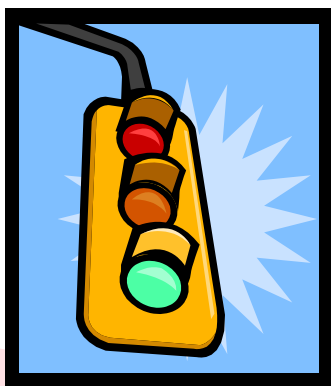


First Online National Driving Test Launches in Support of Canada's Year of Road Safety

Lancement du premier test de conduite automobile en ligne en appui à l'Année nationale de la sécurité routière 2011

Résumé:

En appui à l'Année nationale de la sécurité routière 2011, Jeunes Conducteurs du Canada et State Farm se sont associés pour créer le premier test national de conduite en ligne. Le Test national de conduite est une compétition vidéo en ligne interactive et gratuite. Les joueurs auront l'opportunité d'identifier les risques de conduite dans les vidéos et ils apprendront aussi des solutions utiles aux problèmes de conduite les plus fréquents.



In support of the National Year of Road Safety 2011, Young Drivers of Canada and State Farm have partnered to create the first online national driving test. This initiative encourages safe and smart driving practices across the country, and was designed to not only engage Canadians to easily test their driving skills, but put a special focus on distracted driving.

The National Driving Test is an interactive on-line video competition that challenges the player to see how they rank against other Canadian drivers. The series showcases everyday drivers, ranging in age from 17 to 61. This free competition takes an innovative approach to the growing concern of distracted driving. Participants will be able to judge the level of risks in various road scenarios, and learn how safe a driver they really are. Each road scenario in the series will have tips on how to respond effectively to the specific situation.

There will also be a CogniFit (<http://CogniFit-NDT.YD.com>) divided attention task available in each episode. Peter Christianson, President of Young Drivers of Canada says, "There is research that shows that 24% of new drivers, regardless of age, have cognitive weaknesses that put them at significant risk of crashing. These skills can be improved through CogniFit assessment and training."

Cognitive ability is a large part of a driver's crash-risk. Canadian drivers can flex their cognitive skills related to driving, such as attention, perception, and memory, in the National Driving Test. These skills are not only important to keep drivers sharp for the driving task, but also for individuals to be safe and effective in all aspects of their lives.

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Check out The National Driving Test, launched on Bell Sympatico, at: <http://autos.sympatico.ca/safety-guide/7650/national-driving-test>.

Suzanne Vukosavljevic
Young Drivers of Canada

Options for CARSP's Involvement in Policy Development

Given that CARSP has been asked to comment on a number of different policy related issues in the past, the Board has developed a position paper on options for CARSP's involvement in policy development. The options are:

- No role in development of policy response to issues
- Provide a forum for discussion
- Identify research relevant to policy issues

- Identify research and policy options
- Identify research, policy options and make recommendation

The Board has also identified a process for responding to groups on policy related issues. A position paper presenting the above may be found on the CARSP website in the members only area. Individuals are encouraged to comment on the position paper.

Options pour l'implication de l'ACPSE dans l'élaboration des politiques

Étant donné qu'on a demandé à l'ACPSE de commenter plusieurs problématiques liées à des politiques par le passé, le conseil d'administration a développé un exposé de principe sur les options pour l'implication de l'ACPSE dans l'élaboration des politiques. Les options sont:

- Aucun rôle dans l'élaboration des politiques
- Tenir un forum de discussion
- Identifier la recherche pertinente aux problématiques
- Identifier la recherche et les options de politiques

- Identifier la recherche, les options de politiques et faire des recommandations

Le conseil d'administration a aussi établi un processus pour répondre aux groupes qui se questionnent au sujet des problématiques liées à des politiques. L'exposé de principe pertinent peut être consulté sur le site web de l'ACPSE dans la section exclusive aux membres. Les membres sont invités à commenter cet exposé.

Cognitive ability is a large part of a driver's crash-risk. Canadian drivers can flex their cognitive skills related to driving, such as attention, perception, and memory, in the National Driving Test.



We tend to give them the texting and talking challenges, because they are the most common distractions affecting teens today.



National Day of Remembrance for Road Crash Victims: Spreading Awareness One Teenager at a Time



November 17, 2010 marked the third annual National Day of Remembrance for Road Crash Victims. This year, the event was held at the Mother Teresa Catholic High School, where hundreds of curious teenagers visited the 13 exhibitors and attended a ceremony in the school's auditorium.

The exhibits

In front of the school was the Choose Your Ride display. Students were invited to have a closer look at the ambulance, police car, taxi, hearse and tow truck, in the hopes that it would help them make the right decisions.

The Distractions Undermining Motorist Behaviour Car (DUMB Car) exhibit was a definite hit with the students. The car simulates driving on city roads, while the driver is given a variety of challenges, mainly reading, texting, talking and eating. "We tend to give them the texting and talking challenges, because they are the most common distractions affecting teens today," said the exhibitor. Also



Students testing out the Distractions Undermining Motorists Behaviour Car

popular was the Arrive Alive exhibit, where participants had to shoot a puck into the net while wearing double vision goggles, the Think First exhibit with the gelatin brain, showing students how fragile the brain really is, and the Ontario Students Against Impaired Drivers (OSAID) exhibit, where I met a remarkable young woman, Emily MacDonald.

Emily is the OSAID representative for the Ottawa region. OSAID raises awareness among teens, organizes events and Bring Your Own Banana activities. Have I mentioned that this is all on top of their schoolwork? "As much as this is hard work, I've made really great friends and I can see the difference that I'm making," said Emily. It is great to see today's youth raising awareness among their peers.

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Emily MacDonald speaking to students.

Ride display.

More than 800 people were in attendance for the ceremony and most of them were students that are of age to drive. The ceremony remembered Mother Teresa Catholic High School student, Christian "Sisco" Williams, who passed away last June when the car he was driving crashed into a light standard. In his honour, the school's basketball team, the Titans, entered the auditorium wearing their jerseys accompanied by Christian's family, all wearing number 24 pins (Christian's jersey number). Principal Norma McDonald said "Roads crashes affect the lives of thousands of Canadians each year. In Christian's name, please listen to our messages today and remember the lives of those who are gone, now take meaning from how we move forward." It was a touching moment for all.

Kim Benjamin, Director, Road Safety Programs at TC and Master of Ceremonies for the event, introduced Minister Strahl and invited him to say a few words. He spoke eloquently about the Government of Canada's approach and responsibilities to ensure road safety, but clarified that it must be a team effort. "On this day of remembrance, I want to urge you to think of what part you can play to ensure road safety. It might be with an organization, but mostly I want you to make sure that the individual choices

The ceremony

Before heading to the ceremony, the Honourable Chuck Strahl, Minister of Transport, Infrastructure and Communities, met with Denise Dubyk, President of Mothers Against Drunk Driving (MADD) for the Transport Canada/MADD Ribbon cutting in front of the Choose your



Minister Strahl and Denise Dubyk cutting the TC/MADD ribbon

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One person dies
every three hours
on Canadian
roads.



(Continued from page 21)



Minister Strahl addressing the audience.

that you make when you get behind the wheel are the right ones. We're all partners in this, the federal, provincial and municipal governments, awareness organizations, and you. We want you to always leave home and come home safely. Roads can be safe if we all play our part."

Remember: One person dies every three hours on Canadian roads. Remember those who have died or been injured, and the families and friends who have lost so much in road crashes, be responsible behind the wheel and make our roads safer.

Néomie Duval, Communications and Marketing, National Capital Region (NCR)

La Journée nationale du souvenir des victimes de la route : sensibiliser les adolescents un par un

Le 17 novembre 2010 marquait la troisième Journée nationale annuelle du souvenir des victimes de la route. Cette année, l'événement s'est déroulé à l'école secondaire catholique Mother Teresa. Des centaines d'adolescents intéressés ont visité les 13 expositions et ont assisté à une cérémonie dans l'auditorium de l'école.

Les expositions

Dans le cadre de l'exposition Choose Your Ride, présentée devant l'école, on invitait les adolescents à regarder de plus près une ambulance, une voiture de police, un taxi, un corbillard et une dépan-



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neuse dans l'espoir de les aider à faire les bons choix.

L'exposition Distractions Undermining Motorist Behaviour Car (DUMB Car) a remporté un énorme succès auprès des élèves. Dans le cadre de cette exposition, une voiture simulait la conduite en ville et son conducteur devait relever une série de défis : lire, envoyer des messages textes, parler au téléphone ou manger. « Nous essayons de leur poser des défis liés à l'envoi de textes et aux conversations téléphoniques, car ce sont les distractions auxquelles s'exposent communément les adolescents de nos jours », a déclaré l'exposant. Une autre exposition populaire, Arrive Alive, proposait aux participants de lancer une rondelle dans un filet en portant des lunettes qui leur faisaient voir double. Mentionnons également l'exposition Think First, où un cerveau de gélatine était exhibé pour montrer aux étudiants à quel point le cerveau est fragile, et l'exposition Students Against Impaired Drivers (OSAID), où j'ai fait la connaissance d'une jeune femme remarquable, Emily MacDonald.



Les étudiants participent à l'exposition *Distractions Undermining Motorists Behaviour Car*.



Emily MacDonald discute avec des étudiants.

des amis fantastiques et je sens que je fais une différence », déclare Emily. Il est merveilleux de voir les jeunes d'aujourd'hui sensibiliser leurs camarades.

Emily est la représentante OSAID de la région d'Ottawa. OSAID organise des événements et des activités de collecte de fonds pour sensibiliser les adolescents. N'est-ce pas incroyable que les étudiants organisent toutes ces activités en plus de s'appliquer à leurs travaux scolaires? « L'organisation de ces activités demande beaucoup d'efforts, mais je me suis fait

Nous essayons de leur poser des défis liés à l'envoi de textes et aux conversations téléphoniques, car ce sont les distractions auxquelles s'exposent communément les adolescents de nos jours.

*(Continued on page 24)*

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Le ministre Strahl et Denise Dubyk coupent le ruban de TC/MADD.

La cérémonie

Avant le début de la cérémonie, l'honorable Chuck Strahl, ministre des Transports, de l'Infrastructure et des Collectivités, et Denise Dubyk, présidente de l'organisme Les Mères contre l'alcool au volant (MADD), se sont rencontrés devant l'exposition Choose your Ride pour couper le ruban rouge Transports Canada/MADD.

Parmi les quelque 800 personnes qui ont assisté à la cérémonie, la plupart étaient des étudiants en âge de conduire. On y a honoré la mémoire de Christian « Sisco » Williams, un étudiant de l'école secondaire catholique Mother Teresa qui a perdu la vie en juin dernier lorsque sa voiture a percuté un lampadaire. En son honneur, les joueurs de l'équipe de basketball de l'école, les Titans, sont entrés dans l'auditorium vêtus de leur maillot d'équipe. La famille de Christian les accompagnait et tous portaient une épinglette affichant le numéro 24 (le numéro de maillot de Christian). La directrice, Norma McDonald, a déclaré que les accidents de la route touchent la vie de milliers de Canadiens chaque année. « À la mémoire de Christian, écoutez nos messages et prenez un moment pour vous souvenir de ceux qui nous ont quittés. J'espère que cela influencera positivement la voie que vous déciderez de suivre », a-t-elle ajouté. Ce fut un moment très émouvant pour tous.

Kim Benjamin, directrice, Programmes de sécurité routière à TC, et maître de cérémonie de l'événement, a présenté le ministre Strahl et l'a invité à prononcer quelques mots. Celui-ci a parlé avec éloquence de l'approche adoptée par le gouvernement du Canada et des responsabilités qu'il exerce pour rendre les routes sécuritaires. Il a cependant précisé qu'il s'agit d'un travail d'équipe. « En cette journée de souvenir, je vous encourage vivement à penser au rôle que vous pouvez jouer pour rendre les routes sécuritaires. Que ce soit par le biais d'une organisation ou d'une autre façon, faites en sorte que les choix que vous prenez lorsque vous êtes au volant sont les bons. À cet égard, nous sommes tous des partenaires, les gou-

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Le ministre Strahl s'adresse aux participants de l'événement.

vernements fédéral et provinciaux, les administrations municipales, les organismes de sensibilisation et vous. Nous voulons que vous rentriez chez vous sains et saufs et c'est en faisant chacun notre part que nous pouvons rendre les routes sécuritaires. »

Pensez-y! Une personne meurt toutes les trois heures sur la route au Canada. Rappelez-vous de ceux qui ont perdu la vie ou qui ont été blessés et des familles et des amis qui ont tant souffert. Conduisez de façon responsable de façon à rendre nos routes plus sécuritaires.

Néomie Duval
Transport Canada

Une personne meurt toutes les trois heures sur la route au Canada.



Canadian Multidisciplinary Road Safety Conference Halifax, Nova Scotia, May 8-11, 2011



Conference Registration

Early-bird registration is now available online at: <http://youthroadsafety.ca/cmrcs/registration/>

Registration payments are possible through PayPal (as in previous Canadian Road Safety Conferences), and by cheque. Complete details for both payment choices are explained.

The registration process is step-by-step. Please be sure to complete the various fields, especially the ones concerning dietary restrictions, allergies, or any special requests.

(Continued on page 26)

Registrants who book prior to the March 15, 2011 early-bird deadline will be entered for a chance to win a free upgrade to a premier suite.

(Continued from page 25)

Hotel Accommodation

To reserve your room at the venue hotel, The Lord Nelson, please click on "Book Online" located in the Registration Notes section of the online registration page, or go directly to the hotel's online booking system at: https://res.lordnelsonhotel.com/booking_engine/GroupLogin.aspx

Using this link will ensure that you receive the conference room rate of \$165/night. This rate is subject to a 2% marketing levy and 15% HST.

Under the heading "Group Options", click on "Make Reservation". Note that a "Group Contact Password" is not required.

Use the calendar block to select your nights of stay, and the information will self-fill the text blocks with your check-in and check-out dates. Then click on "Check Availability".

The hotel has indicated that, subject to availability, this group rate will be extended to anyone wishing pre- or post-conference accommodation. Please contact the hotel directly at 1-800-565-2020 or by E-mail to ask@lordnelsonhotel.com if you wish to reserve extra nights. Reference Booking ID #17682.

Registrants who book prior to the March 15, 2011 early-bird deadline will be entered for a chance to win a free upgrade to a premier suite. More details about this room are available on the registration page, and on The Lord Nelson's web site.

Should you have any questions, comments, or suggestions, please contact Dale Faulkner, Vehicle Safety Research Team, Dalhousie University, at: dale.faulkner@vsrt.ca.



**Conférence canadienne multidisciplinaire
en sécurité routière
Du 8 au 11 mai 2011 à Halifax, Nouvelle-Écosse**

Inscription à la conférence

Vous pouvez vous inscrire à l'adresse suivante : <http://youthroadsafety.ca/cmrrsc/registration/>. Vous avez jusqu'au 15 mars 2011 pour vous prévaloir du tarif réduit.

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Hébergement à l'hôtel

Réservez votre chambre à l'hôtel The Lord Nelson, où se tient la conférence, sur la page d'inscription ou en utilisant le système de réservation en ligne de l'hôtel : https://res.lordnelsonhotel.com/booking_engine/GroupLogin.aspx.

L'hôtel a indiqué que, en fonction de la disponibilité des chambres, le tarif de groupe offert, soit 165\$ par nuit, pourrait s'appliquer pour les conférenciers souhaitant devancer leur arrivée ou poursuivre leur séjour après la conférence. Veuillez communiquer directement avec l'hôtel au 1-800-565-2020 ou par courriel au ask@lordnelsonhotel.com. Le numéro de référence de la réservation est #17682.

Si vous avez des questions, des commentaires ou des suggestions, n'hésitez pas à communiquer avec Dale Faulkner, Vehicle Safety Research Team, Université Dalhousie, à l'adresse suivante : dale.faulkner@vsrt.ca.

Recent Publications from CARSP Members / Publications récentes des membres de l'ACPSE

Akalanka EC, Fujiwara T, Desapriya E, Peiris DC and Scime G; Sociodemographic Factors Associated With Aggressive Driving Behaviors of 3-Wheeler Taxi Drivers in Sri Lanka; Asia Pac J Public Health; August, 2010

Lenne MG, Rudin-Brown CM, Navarro J, Edquist J, Trotter M and Tomasevic N; Driver behaviour at rail level crossings: Responses to flashing lights, traffic signals and stop signs in simulated rural driving; Appl Ergon; ePub(ePub): ePub; October, 2010

Lustman, M., Wiesenthal, D. L. & Flett, G. L., Narcissism and Aggressive Driving: Is an Inflated View of the Self a Road Hazard? Journal of Applied Social Psychology, 40, 1423-1449, 2010

Mann RE, Stoduto G, Butters J, Ialomiteanu A, Boase P, Asbridge M, Chipman M and Wickens CM; Age group differences in collision risk; J Safety Res; Vol. 41 No. 5; pp. 445-9; October, 2010

Mann RE, Stoduto G, Vingilis E, Asbridge M, Wickens CM, Ialomiteanu A, Sharpley J and Smart RG; Alcohol and driving factors in collision risk; Accid Anal Prev; Vol. 42 No. 6; pp. 1538-1544; November, 2010

Snowdon A, Rothman L, Slater M, Kolga C, Hussein A, Boase P and Howard A; Methodology of estimating restraint use in children: Roadside observation or parking lot interview survey; Accid Anal Prev; Vol. 42 No. 6; pp. 1545-1548; November, 2010

Yi Wen T, Snowdon AW, Hussein A and Ahmed SE; Managing non-response rates for the National Child Safety Seat Survey in Canada; Inj Prev; ePub(ePub): ePub; November, 2010

Fischer P, Vingilis E, Greitemeyer T and Vogrincic C; Risk-Taking and the Media; Risk Anal; ePub(ePub): ePub; December, 2010

Young KL, Rudin-Brown CM and Lenne MG; Look Who's Talking! A Roadside Survey of Drivers' Cell Phone Use; Traffic Injury Prev; Vol. 11 No. 6; pp. 555-60; December, 2010





As a member of CARSP you have access to a special area of the web site – the members-only section – that features items not available to the general public..

Bits - and - Bytes

Méli Mélo

En tant que membre de l'ACPSER, vous avez accès à une section spéciale du site web – la section réservée aux membres – qui contient des items qui ne sont pas disponibles pour les non-membres. Cet article montre comment ouvrir une session dans la section réservée aux membres et offre un tour d'horizon des fonctions qui vous sont disponibles.

As a member of CARSP you have access to a special area of the web site – the members-only section – that features items not available to the general public. Access to this area is obtained by entering your personal user identification (userid) and password in the box located at the left side of the home page. Clicking on the check mark, or simply pressing the Enter/Return key, will log you in to the

members-only web page.

Don't know your userid and/or password? No problem. Send an E-mail to info@carsp.ca and we will reset your parameters.

The main page of the members-only area allows you to download the current issues of both the Canadian Road Safety News Digest and The Safety Network. Previous issues of these publications are available on the public area of our web site (Resources – Publications), but only members have access to the current issues.

Members also have online access to the proceedings of a number of recent Canadian Multidisciplinary Road Safety Conferences (CMRSC). Individual papers, in the form of PDF files, can be downloaded for the 18th, 19th and 20th conferences, while the complete proceedings of most past conferences (CMRSC-II, 1983 through CMRSC-XX, 2010) can be purchased on CD-ROM at a 50% discount over the non-member price.

From time to time, special notices to members are posted on this page. Currently, there is an end-of-year summary, provided by Lyne Vézina, CARSP's President, and an opportunity for members to provide input into options for the association's role

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in policy development.

When visiting the members-only area of the web site, you should take special note of the secondary menu system (the grey menu bar below the regular red menu bar as shown below) as this provides access to a number of other useful features.



The “Profile” option allows you to make changes to the contact information that you have provided to CARSP, such as your mailing address, telephone number and E-mail address. You may also change your userid and password, and your preference for items like receiving regular E-mail postings from CARSP. After making any desired changes, scroll down to the bottom of the page and press the “Save your profile” button, to record the new information in the membership database.

If you wish to look up details about other CARSP members, select the “Members” option. This will take you to a page with an abbreviated listing of current members, categorized by name, organization, country, province and city. Clicking on the title of any of these columns will cause the list to be sorted on that specific category.

If you wish to filter the list more narrowly, for example to look up members in just your own city, or perhaps to find contact information for a particular member, you should use the search feature. Clicking on “Search” brings up a number of data-entry fields. You can filter the list of members by one or more of these categories. For example, you could identify all the members who reside in Toronto, or all members located in Saskatchewan.

Enter the full name of a CARSP member (such as the Newsletter Editor) and press the Search Button and the system will return a link to that member's contact information.

The “PayPal” option is especially useful at this time of year, when everyone's membership becomes due. This menu item takes you to a screen where your current membership status is displayed, and provides a number of options for payment of your membership renewal. For example, Amount 50.00 CAD and Date received 2010-01-15, would indicate that your membership fee for 2010 was paid on January 15, 2010. As membership runs until the end of the calendar year, the new fee

(Continued on page 30)

If you wish to look up details about other CARSP members, select the “Members” option.

Search

Name:

Jeff Suggett

Organization:

Country:

Province:

City:

Search

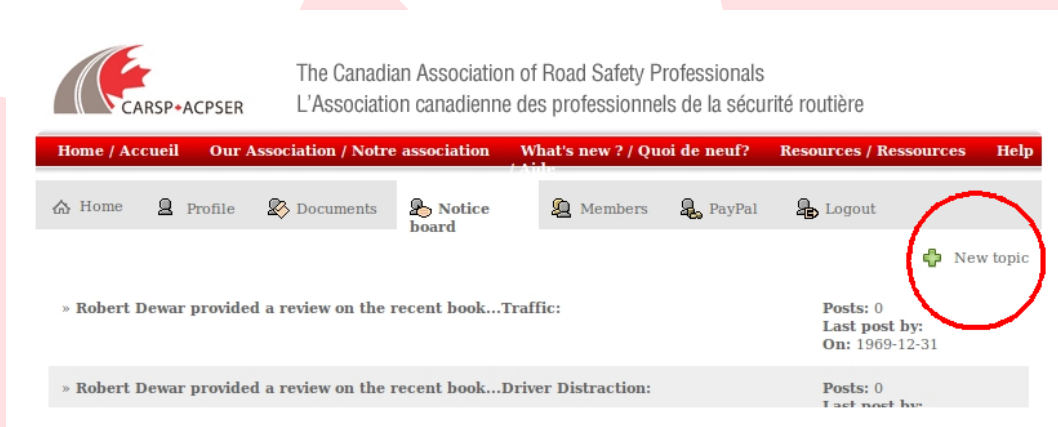
Point your browser to <http://www.carsp.ca> and login to the members-only area in order to take advantage of the special features offered.

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(\$55.00), for your membership for 2011, is now due. Regular members can opt to pay using a credit card through PayPal (or with an existing PayPal account), or can request that an invoice for membership renewal be sent by E-mail.

The members-only "Notice Board" provides an online forum for individuals to post items that they think may be of interest to other members, or for which they wish to obtain feedback from members. The main part of the page contains the current postings. Take special note of the green plus sign, and the associated link marked "New topic", that appears in the top-right corner of the page (circled in red in the image below). This will allow you to add a new posting to the notice board. Similarly, if you open one of the existing postings, a link for "New reply" is shown in the corner of the page. As the title implies, this allows you to add your comments to the current posting.

The other items on the members-only menu are: "Home" which takes you back to the main members-only page should you be viewing one of the sub-pages, "Documents" which lists a number of items available to members, and "Logout" which, as the name implies, logs you out of the members-only area and returns you to home page of the web site.



Note that, if you follow any of the main web site links (e.g. from the red menu) while logged in to the members-only area, when you go to the web site's home page, the members-only login box will have a link for "Your panel". Following this link will return you back to the members-only page without the need to login again.

So, now you can explore the members-only area of our web site for yourself. Point your browser to <http://www.carsp.ca> and login to the members-only area in order to take advantage of the special features offered.

Alan German

Letters to the Editor



In your editorial "Safety Messages from a Bygone Era" in the second issue of the Safety Network of 2010, you assert that « The AAA Foundation's classic video "Children in Traffic" nicely captures this reality» of the influence of a child's developmental stage on their perception and sensory skills. I would caution about giving too much importance to this video. I asked the AAA Foundation some years ago about the scientific basis for the statements made in the video. I learned that this video is mostly a copy of a German video produced around 1980; this video is accompanied by a booklet, but that does not list any references. So we are "flying blind". We do not know the context of the studies involved and we can't evaluate if that context still holds.

Over the years, I have attempted to get support for a bibliographic research project that would assemble the scientific experiments that address the issue of children and their abilities to handle traffic situations. If you are aware of such a compendium already in existence, I would be very happy to look it up.

One aspect that is often neglected is the age of the child involved. Some respected organizations use "consensus among experts" as the basis for their affirmations on appropriate ages. Another neglected aspect is how the child learns traffic safety.

I would ask that you publish my letter in the hope that some members of CARSP will be able to provide leads.

Thanks,

Paul Mackey, director
Safestreet Inc.

safest@ruesecure.com

Wish to respond to an article in this issue of the Safety Network? Send your comments to **Jeff Suggett** at jeff.suggett@hdrinc.com.

Vous désirez réagir à l'un des articles publiés dans ce numéro du Réseau-Sécurité? Envoyez vos commentaires à **Jeff Suggett** à l'adresse suivante : jeff.suggett@hdrinc.com.

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Next issue

The theme of the next issue of The Safety Network is high tech vehicle safety systems. The copy deadline is April 11th.

Prochain numéro

Le thème du prochain numéro du Réseau-Sécurité est les systèmes de sécurité de haute technologie pour véhicules . La date de tombée est le 11 avril.