

NTDSW 2021 Backgrounder

What is National Teen Driver Safety Week?

As Canada's national injury prevention organization, Parachute is proud to present the ninth annual National Teen Driver Safety Week (NTDSW), an awareness week designed to build public awareness of teen driver safety issues and encourage communities to be part of the solution. Parachute's goal is for Canadians to have a long life, lived to the fullest. NTDSW provides the tools to take this important messaging to the community. Our messages and resources allow stakeholders and partners to prioritize teen driver safety issues in their communities, engage people in the conversation about teen driver safety and create change around this big issue.

National Teen Driver Safety Week 2021: October 17 to 23

Parachute is excited to hold our ninth annual NTDSW from October 17 to 23, 2021, where we hope to keep the great momentum going from the 2020 campaign. Keeping with the same theme, this year the primary focus is on the critical issue of **speeding among teens**. Our additional messaging is around drug-impaired, drunk, distracted and aggressive driving, and rail safety. We will encourage teens, parents and community partners to join the conversation on social media, using the hashtags **#SpeedIsNoGame** and **#NTDSW2021**.

Similar to NTDSW 2020, this year, due to physical distancing restrictions and limits on in-person gatherings, we will be holding a **virtual campaign**. Please visit parachute.ca/ntdsw or email info@parachute.ca for more information on how you can participate in NTDSW 2021.

Teen Driver Safety: The Facts

Road crashes are the third-leading cause of death among young people ages 15 to 24 in Canada^{1,2} and transport injuries for youth and young adults cost the Canadian economy \$990 million in a single year³. Knowing the risk factors and high-risk behaviours will help you identify countermeasures to keep teen drivers safe.

- ◆ Speeding means driving faster than the speed limit, but also driving too fast for road conditions. Nearly a quarter of fatal collisions in Canada involve excessive speed or driving too fast for conditions⁴
- ◆ Young drivers (aged 16 to 24) killed in a collision are more likely to be speeding at the time of the crash than other age groups⁵
- ◆ Speeding is a factor in one third of teen driver deaths in Canada⁶
- ◆ Speeding among young drivers is more prevalent at night and when there are other teen passengers in the vehicle⁷

- ◆ Excessive speeders, those who drive 25 km/h or more over the speed limit, are more likely to be young and male²
- ◆ Drivers who speed excessively are at higher risk for crashes and are associated with other risky behaviours such as drinking and not wearing a seatbelt²
- ◆ Crashes at higher speeds cause more severe injuries than crashes at lower speeds⁸. The force created by high-speed crashes can be too much for seatbelts, airbags and the vehicle structure to protect drivers and passengers.
- ◆ Pedestrians struck by a driver at higher speeds are less likely to survive than when struck at lower speeds. At 30 km/h, the risk of pedestrian fatality is 5 per cent. At 50 km/h, the risk of fatality is nearly six times higher, at 29 per cent.
- ◆ Teens drivers killed in a crash are more likely than any other age group to test positive for cannabis⁹
- ◆ Alcohol is a factor in almost half of fatal crashes among 16- to 25-year-olds¹⁰
- ◆ Drivers under 25 are more likely than any other age group to use a device while driving¹¹, increasing the risk of a collision.
- ◆ Trespassing on a railway is illegal and is a leading factor in railway-related deaths and injuries. In 2020, 67 per cent of all rail incidents involving trespassers were fatal and 33 per cent resulted in serious injury.¹²

Teen Driver Safety and Vision Zero

No speeding deaths are acceptable on our roads. Strategies and policies that have proven to be effective prevention against speeding include safe street design, automated speed enforcement, and safer speed limits¹³. Efforts such as NTDSW seek to advocate and educate in support of these evidence-based approaches.

Learn more about the Vision Zero approach to road safety at parachute.ca/visionzero

#SpeedIsNoGame #NTDSW2021

Help us prevent the tragedy of serious injury and death in car crashes.

For more information, visit parachute.ca/ntdsw

¹ Parachute. (2021). *Potential lost, potential for change: The cost of injury in Canada 2021*. <https://parachute.ca/en/professional-resource/cost-of-injury-in-canada/>

² Statistics Canada. *Table 13-10-0394-01 Leading causes of death, total population, by age group*. <https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1310039401>

³ Parachute. (2021). *Potential lost, potential for change: The cost of injury in Canada 2021*. <https://parachute.ca/en/professional-resource/cost-of-injury-in-canada/>

⁴ TIRF. (2018). *Sharing the road: key factors in fatal crashes in Canada*. <https://tirf.ca/TIRFCAD18EE>

⁵ TIRF. (2018). *Collisions Among Fatally Injured Drivers of Different Age Groups, 2000-2014*. <http://tirf.ca/wp-content/uploads/2018/08/Collisions-Among-Fatally-Injured-Drivers-of-Different-Age-Groups-2000-2014-7.pdf>.

⁶ TIRF. (2015). *Trends Among Fatally Injured Teen Drivers, 2000-2012*. https://tirf.ca/wp-content/uploads/2017/01/Trends-Among-Fatally-Injured-Teen-Drivers-2000-2012_11_V6.pdf.

⁷ Ferguson, S. A. (2013). *Speeding-related fatal crashes among teen drivers and opportunities for reducing the risks*. Governors Highway Safety Association. https://www.ghsa.org/sites/default/files/2016-11/GHSA_Teen_SpeedingFinal.pdf.

⁸ World Health Organization. (2008). *Speed management: a road safety manual for decision-makers and practitioners*. <https://www.who.int/publications/i/item/speed-management-a-road-safety-manual-for-decision-makers-and-practitioners>.

⁹ TIRF. (2019). *Marijuana Use Among Drivers in Canada, 2000-2016*. <https://tirf.ca/wp-content/uploads/2019/11/Marijuana-Use-Among-Drivers-in-Canada-2000-2016-8.pdf>.

¹⁰ Brown, S. W., Vanlaar, W. G. M., & Robertson, R. D. (2017). Alcohol and Drug-Crash Problem in Canada 2015 Report. Ottawa, ON: The Traffic Injury Research Foundation of Canada. https://ccmta.ca/web/default/files/PDF/2015_Alcohol_and_Drug_Crash_Problem_Report.FINAL_EN.pdf

¹¹ CCMTA. (2018). *Use of Electronic Communication Devices by Canadian Drivers: Combined Urban/Rural Sites (2016-2017)*. https://www.ccmta.ca/web/default/files/PDF/2016-2017_Urban-Rural_ECD_Use_Survey_Report_-_JUNE_2018.pdf

¹² Transportation Safety Board of Canada. (2020). *Rail transportation occurrences in 2020*. <https://www.tsb.gc.ca/eng/stats/rail/2020/sser-ssro-2020.html>

¹³ Vision Zero Network. (n.d.). *Vision Zero success depends on managing speed for safety*. <https://visionzeronetwork.org/resources/safety-over-speed/>