



THUNDER BAY
Drug Strategy

The Thunder Bay Drug Strategy Implementation Panel has created a small Sub-Committee of Panel Members to discuss and respond to the proposed regulations set out by the Ontario Government. This submission, on behalf of the Sub-Committee, is in response to the Proposed Regulatory Amendments to Support Implementation of Schedule 4 of the Cannabis, Smoke-Free Ontario and Road Safety Statute Law Amendment Act, 2017.

1. Impaired Driving, Distracted Driving and Vulnerable Road User Safety

The Sub-Committee questions whether or not there is technology that currently exists for an ignition interlock for cannabis. We are in agreement with the zero tolerance policy for young and novice drivers, with the provision for individuals with a prescription, provided that they are not impaired by determination of enforcement. Driver training, handbooks and testing should include these criteria as information and a written test item. The Sub-Committee has concerns around the viability of technology for roadside cannabis testing. There are questions around what type of technology, the use, training on this technology and accuracy of the technology. The regulation of zero tolerance for commercial drivers is agreeable, however, we question the zero tolerance policy for a vehicle with dual wheels on any axel of the motor vehicle, as many people drive “doulies” in the north and not for commercial purposes. The Sub-Committee feels that clarification around the fines and ranges of the AMP’s need to be articulated to the public. It is suggested to ensure that the HTA aligns with Bill C-46 for complete clarity.