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Public Opinion Research on Drug-impaired Driving

Survey Findings Report

Prepared for Public Safety and Emergency Preparedness Canada

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Date: March 2022

This public opinion research report presents the results of an online survey conducted by EKOS Research Associates Inc. on behalf of Public Safety Canada. The research study was conducted with 2,193 Canadians in January 2022.

Cette publication est aussi disponible en français sous le titre Recherche sur l'opinion publique au sujet de la conduite avec les facultés affaiblies par la drogue.

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EXECUTIVE SUMMARY

A. BACKGROUND AND METHODOLOGY

The safety and security of Canadians is a priority for the Government of Canada. Drug-impaired driving is a major contributor to fatal road crashes, and young people continue to be the largest group of drivers who die in crashes and test positive for drugs. To address this, Public Safety Canada developed a national marketing and multi-media advertising campaign in 2017 to inform Canadians, particularly youth aged 16 to 24, about the dangers and risks associated with drug-impaired driving. The campaign included partnerships with key stakeholders (MADD, CAA, CACP, and Young Drivers of Canada), public communications and outreach, and paid media (advertising).

Objectives of the Study

The purpose of the research is to examine current knowledge, attitudes, and behaviours related to the dangers and risks, as well as legal implications of drug-impaired driving, compared with the initial baseline measured in 2017. A key focus is on youth and parents of youth, given that youth are the primary target audience for the campaign. Specifically, the research measures:

- Awareness regarding drug-impaired driving, and knowledge of the risk associated with it;
- Attitudes related to driving under the influence;
- Awareness of the legal implications and laws associated with cannabis; and,
- Behaviours and actions taken by Canadians.

The results will highlight changes that have occurred among the target group and broader Canadian public since the start of the campaign in 2017.

Methodology

The survey is comprised of 2,193 completed cases, including 447 with youth who are 16 to 24, and 404 parents of youth (16 to 24). This randomly recruited probability sample carries with it a margin of error of +/-2.09%. The margin of error for each of the target groups is +/-4.9%. The sample source is an in-house Probit panel of randomly recruited Canadians. Ten percent of the sample was collected with cell phone only sample. Fifteen percent were collected by trained, bilingual interviewers, while the majority were collected through online self-administration. Appendix A presents further methodological details of the survey.

B. KEY FINDINGS

Behaviour

The large majority of Canadians (83%) know someone who has used cannabis and three in five (58%) have consumed cannabis at some point in their lives. Of respondents who reported cannabis use, nearly three in five (57%; consistent with the 58% reported in 2020 but a notable increase from 39% in 2017) reported they are a recent cannabis user, having consumed it within in the past 12 months.

Consistent with 2020 and 2017 results, over one-quarter (26%) of cannabis users reported they have operated a vehicle while under the influence. Nearly one in three Canadians also report that they have ridden in a vehicle operated by a driver who was under the effects of cannabis.

More than one in three (38%) parents of children ages 13 to 24 reported that their child has used cannabis. Most parents (86%) said their 16 to 24 year old has not driven a vehicle while under the influence of cannabis. Nearly six in ten, 59%, believe that their 13 to 24 year old has not accepted a ride with a driver under the influence of cannabis, although 32% are unsure. Three in four parents say they have had discussions with their 16 to 24 year old about driving high, although only 32% of young people 16 to 24 report the same.

Awareness and Concern for Risks

Most Canadians perceive the detrimental impact of impairment on drivers, with an increasing understanding that cannabis affects one's ability to drive. Nearly nine in ten (86%; consistent with 2020 and an increase from 81% in 2017) agree that using cannabis impairs one's driving ability. Four in five say that cannabis impacts reaction time and ability to concentrate and nearly two in three (67%) say that cannabis makes the user a worse driver. Alcohol remains a greater concern, however, with 95% agreeing that drinking alcohol impairs driving. Nearly one in four (24%) continue to say that driving under the influence of cannabis is less dangerous than driving under the influence of alcohol.

Over half (56%; and increase from 49% in 2020) of Canadians perceive that the rate of driving while under the influence of cannabis has increased since legalization, and most are concerned (41%) or moderately concerned (31%) about others on the road who are driving under the influence of cannabis. The most pressing concerns over driving under the influence include hurting someone else (72%), generally getting into an accident (50%), or having a permanent criminal record (34%; an increase from 29% in 2017).

Normalized Behaviour

More than eight in ten Canadians (82%) believe it is not acceptable for people you know to drive high and only 6% say it is acceptable. On the other hand, Canadians are split on the variation in social acceptability of driving impaired compared with alcohol, with 44% saying it is more socially acceptable to drive under the influence of cannabis than alcohol and a further 11% saying they do not know.

Over half of respondents (56%, a slight increase over time from 49% in 2017) reported that it is rare for people they know to drive under the influence, although 12% said it is common. One in three (33%) say they would be comfortable in reporting someone driving under the influence of cannabis to the police. Respondents appear slightly less comfortable now than in 2020 and 2017 when 37% said they would be comfortable reporting someone to the police.

Information about Cannabis-impaired Driving

The incidence of searching for information on the effects of drugs on driving ability remains relatively low, with just one in four respondents saying they have searched for this information. By a wide margin, health professionals are the most trusted source of information on the impacts of cannabis on driving ability, selected by more than half of respondents (55%), followed by law enforcement (25%).

Two in three Canadians are interested in learning more about the effects of cannabis on driving ability, followed by the length of time before it is safe to drive after using drugs. Canadians are also interested in learning about the effects of different forms of cannabis consumption (52%). Roughly two in four would also like more information about how the police test for drugs, the laws and penalties regarding driving while impaired, or their rights as a driver should they be pulled over.

Views on Legal Status and Implications

Nine in ten (89%) Canadians recognize that it is illegal to operate a vehicle while under the influence, fairly consistent with the 91% reported in 2020 and up from 83% in 2017. Four percent continue to believe it to be legal, but slightly fewer Canadians are unsure (seven percent) than in 2017 (11%).

Some Canadians are unsure about the amount of time a driver should wait before getting behind the wheel after consuming cannabis before it is safe to operate a vehicle. In fact, one-third said

they “don’t know” (34%, although less than the 43% reported in 2017). A full 44% believe it requires three or more hours (up to a full night of sleep), which has increased from 31% found in 2017.

Numbers have risen in terms of Canadians’ awareness that police can detect impairment from cannabis among drivers stopped at the roadside. Two in three (66%) believe that police are capable of determining whether a driver is impaired from cannabis, an increase from 63% in 2020 and 45% in 2017.

Just over one in ten (13%, a decrease from 19% in 2020) Canadians feel they are aware of general laws around cannabis and the legal consequences of breaking those laws, and a further 30% report they are somewhat aware. Follow up awareness of specific drug-impaired driving legal penalties is moderate with one in five (20%, a decrease from 27% reported in 2020) Canadians saying they are aware that penalties for driving while impaired from cannabis can include a \$1000 fine, loss of licence, or imprisonment and criminal record. Another 30% say they are somewhat aware, although 48% report a lack of awareness.

Two in three (60%) Canadians believe that impairment from cannabis and impairment from alcohol carry the same penalties, a decrease from 65% in 2020 but still an increase from just under half (47%) in 2017. Over one-quarter say they do not know.

Less than half of Canadians (44%) believe that penalties are strict enough to prevent people from driving under the influence of cannabis, although this is higher among young people 16 to 24 (59%).

C. NOTE TO READERS

Detailed findings are presented in the sections that follow. Overall results are presented in the main portion of the narrative and are typically supported by graphic or tabular presentation of results. Bulleted text is also used to point out any statistically and substantively significant differences between sub-groups of respondents. If differences are not noted in the report, it can be assumed that they are either not statistically significant¹ in their variation from the overall result or that the difference was deemed to be substantively too small to be noteworthy. The programmed survey instrument can be found in Appendix A.

¹ Chi-square and standard t-tests were applied as applicable. Differences noted were significant at the 95% level.

It should be noted that the survey asks a numbers of questions about behaviours that may have a tendency to exert social desirability pressure for respondents to underreport their use of cannabis as well as incidence of driving while impaired, for themselves and their teens/young adults². The primary purpose of the survey is to provide a baseline against which future changes in awareness, knowledge, attitudes, beliefs and behaviours can be subsequently measured.

Results for the proportion of respondents in the sample who either said “don’t know” or did not provide a response are not indicated in the graphic representation of the results in all cases, particularly where they are not sizable (e.g., ten per cent or greater). Results may also not total to 100% due to rounding.

D. POLITICAL NEUTRALITY CERTIFICATION

I hereby certify as Senior Officer of EKOS Research Associates Inc. that the deliverables fully comply with the Government of Canada political neutrality requirements outlined in the on Communications and Federal Identity and the Directive on the Management of Communications. Specifically, the deliverables do not include information on electoral voting intentions, political party preferences, standings with the electorate, or ratings of the performance of a political party or its leaders.

Signed by:



Susan Galley (Vice President)

² Ivar Krumpal, “Determinants of Social Desirability Bias in Sensitive Surveys: A Literature Review”, *Quality and Quantity*, June 2013, Volume 47, Issue 4, pp. 2025-2047.

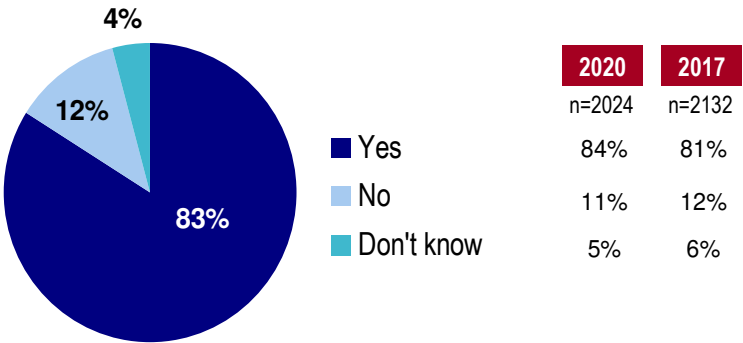
DETAILED FINDINGS

A. REPORTED BEHAVIOUR

Cannabis Use within Social Networks

A strong majority of Canadians know someone who has used cannabis, which is consistent with 2017 and 2020 findings. More than eight in ten (83%; 84% in 2020 and 81% in 2017) said that someone close to them has consumed cannabis at some point in their lives. Just 12% do not believe they are closely acquainted with a cannabis user and five percent are uncertain.

Graph 1: Cannabis Use within Social Networks



Q11: This following section is about cannabis use. Use includes smoking, inhaling, eating or applying products that contain cannabis, also called pot, weed or marijuana.

“As far as you know, have people close to you (e.g., friends or family) ever used cannabis?”

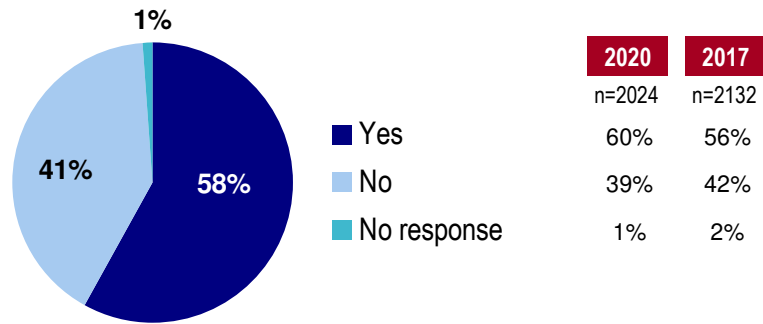
Base: n=2192

- Those ages 25 to 44 (94% to 91%) are the most likely to report a close friend or family member who consumes cannabis.
- Seniors (those ages 65 and over) are less likely to be closely affiliated with a cannabis user (69%).

Personal Cannabis Use

When asked about personal use, three in five Canadians (58%) reported they have consumed cannabis at some point in their lives, on par with 60% in 2020 and 56% in 2017.

Graph 2: Personal Cannabis Use



Q12: "Have you ever used cannabis?"

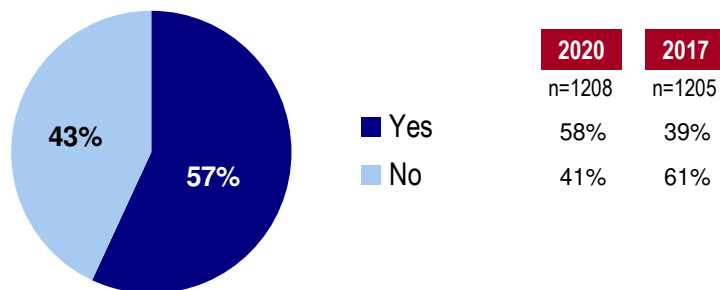
Base: n=2192

- The likelihood of having used cannabis is highest among those between the ages of 25 and 44 (74% to 79%). Among young people 16 to 24 it is 58%, although higher among the sub-set who are 20 to 24 (65%), and only 42% among those 16 to 19. Seniors are similarly unlikely to have used cannabis (39%).
- Respondents aged 25-34 (79%) and 35-44 (74%) are more likely than other age groups to have ever used cannabis, particularly compared to those 65+ (39%).

Recent Cannabis Use

Of those who reported cannabis use, 57% indicated they have used cannabis within the past 12 months, which remains consistent with 58% responding this way in 2020 and is a sizable increase from 39% saying the same in 2017 findings. Crossing overall use with recent use, results indicate that 33% of Canadians have used cannabis in the last 12 months, on par with 35% in 2020 but up 11% from 2017. It is interesting to note, however, that the increase is largely in past cannabis users becoming recent users (last 12 months) since there is not a significant increase in those who have ever tried it.

Graph 3: Recent Cannabis Use



Q13: “Have you used cannabis in the past 12 months?”

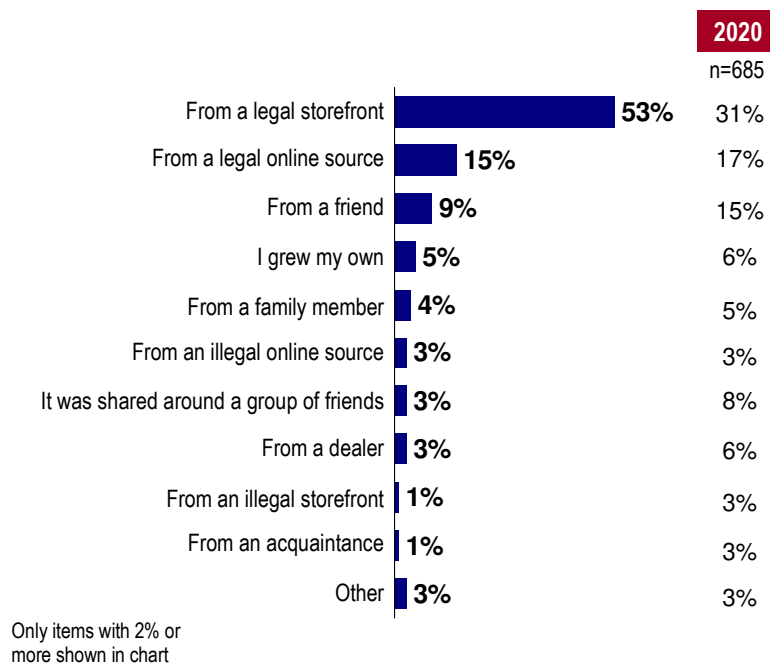
Base: n=1293 (ever used cannabis)

- As seen in 2017, the likelihood of having consumed cannabis within the past 12 months declines precipitously with age (from 82% among those under the age of 25, and 67% among those who are 25 to 35, to 36% among those ages 65 and over).

Sources for Cannabis

Over half (53%) of Canadians who have used cannabis in the past 12 months said they typically acquire it from a legal storefront, up from one-third (31%). Fewer than one in five said they buy from a legal online source (15%, similar to 17% in 2020). Fewer than one in ten reported obtaining cannabis from a friend (nine percent, down from 15% in 2020), through their own plants (five percent), family members (four percent), an illegal online source (three percent), shared experiences with friends (three percent, down from eight percent in 2020), a dealer (three percent), illegal storefront (one percent) or an acquaintance (one percent).

Graph 4: Sources for Obtaining Cannabis



Q13b: “You indicated earlier that you have used cannabis in the last 12 months. From whom did you usually buy or receive the cannabis?”

Base: n=746

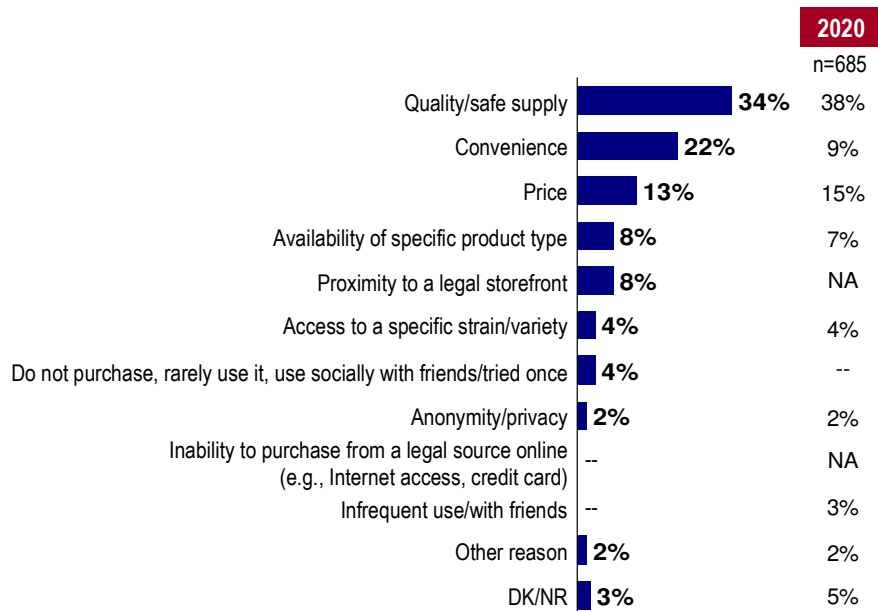
- Young people aged 16 to 24 were more likely than older Canadians to indicate they received cannabis through a friend (14%), or by sharing among a group of friends (six percent). This is particularly pronounced among teens (16 to 19: 21% and nine percent, respectively).

- Those living in Alberta (73%) are more likely to obtain cannabis through a legal storefront, and seniors (65 years or older) are more likely to purchase it through a legal online retailer (24%).

Influences on Sources for Obtaining Cannabis

The consideration that is most likely to influence the decision of where to obtain cannabis, according to 34% (down slightly from 38% in 2020) of respondents, is quality and safety of the product. About one in five (22%; 15% in 2020) reported pricing to be a main driver. Less than one in ten or less cite the availability of a specific product type (eight percent), proximity to a legal storefront (eight percent), access to a specific variety (four percent) or anonymity (two percent).

Graph 5: Important Factors in Decision on Sources of Cannabis



Q13c: “Which factor most influences from whom you usually buy or receive the cannabis you use?”³

Base: n=746

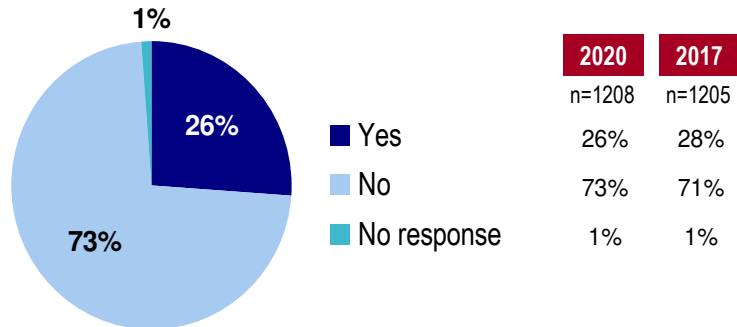
- Parents of children 16-24 are more likely to cite proximity to a legal storefront (14%) or availability of a specific product type such as edibles (14%).

³ NA notation for 2020 results is result of changed wording in 2022.

Personal Experience Driving While Impaired

Previous cannabis users (at any point in the past) were asked about operating a vehicle under its influence. Consistent with findings from previous years, 26% of respondents said they have operated a vehicle while under the influence.

Graph 6: Personal Experience Driving While Impaired



Q16: “Have you ever driven or operated a vehicle while under the influence of cannabis?”

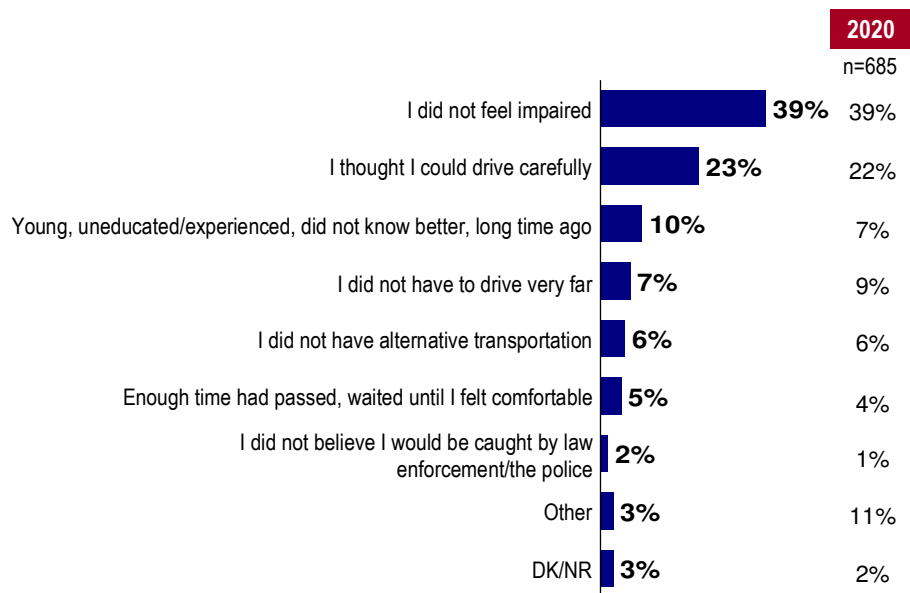
Base: n=1293 (ever used cannabis)

- Recent cannabis users (within the past year) (33%) were more likely than others to say they have driven under the influence of cannabis.
- This is also higher among men than women (32% versus 20% among women), as also found in previous iterations.

Reasons for Driving While Impaired

Among those who have operated a vehicle while under the influence of cannabis, most said they did not recognize their behaviour as risky, with two in five (39%) reporting they did not feel impaired and one in five (23%) believing they could (still) drive carefully. Fewer than one in ten said they did not know better at the time (10%), did not have far to travel (seven percent), had no alternative transportation (six percent), or enough time had passed to not be impaired (five percent). Results are consistent with 2020.

Graph 7: Reasons for Driving While Impaired



Q17: “What was behind your decision?”

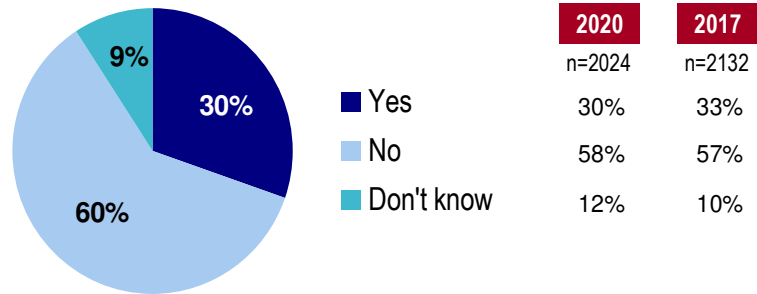
Base: n=320 (driven impaired)

- Recent cannabis users (44%) were more apt to say they did not feel impaired. Those who used cannabis more than a year ago were more likely to believe they could (still) drive carefully (39%).
- Young people 16 to 24 (23%) more often reported they did not have alternative transportation.

Experience as a Passenger with an Impaired Driver

When asked about riding as a passenger with a driver under the influence of cannabis, 30% said they have, which is consistent with 30% in 2020 and 33% in 2017.

Graph 8: Experience as a Passenger to an Impaired Driver



Q19: “Have you ever been a passenger in a vehicle when the driver was under the influence of cannabis?”

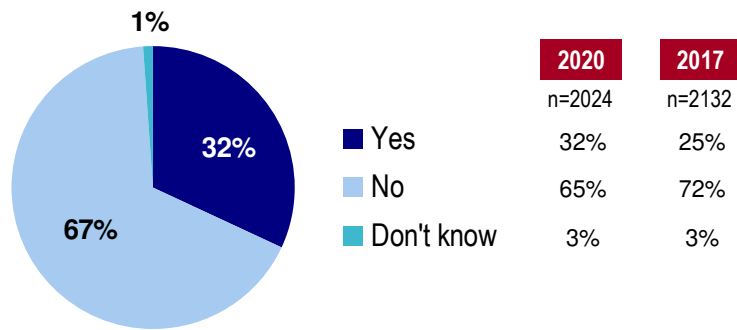
Base: n=2192

- The likelihood of accepting a ride with a driver under the influence of cannabis is significantly higher among those ages 25 to 34 (42%), those ages 35 to 44 (45%), and, to a lesser extent those ages 20 to 24 (32%). Recent cannabis users are most likely to have done so (52%).

Discussions with Parents about Driving Under the Influence

One in three youth (32%) indicated that they had discussed driving while under the influence of cannabis with their parents. This was reported more often among youth aged 16-19 (39%), compared with youth aged 20-24 (29%).

Graph 9: Discussions with Parents about Driving Under the Influence of Cannabis



Q25: "Have you discussed driving while under the influence of cannabis with your parent or guardian?"

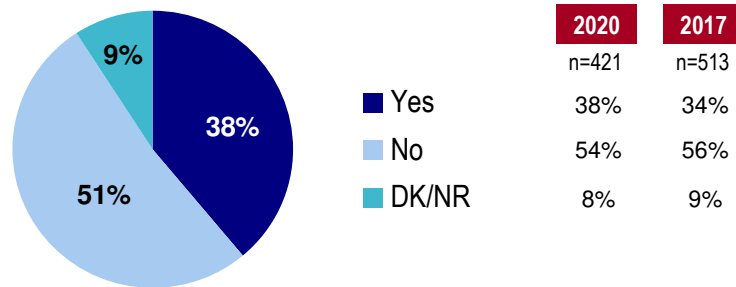
Base: n=447 (youth)

- Discussions were considerably more likely to be report by youth living in BC (47%).

Parents' Perceptions of Use among Youth

More than one in three (38%) parents of young people 13 to 24 indicated their child has used cannabis, consistent with 38% in 2020 and up from 34% in 2017.

Graph 10: Parents' Perception of Use among Youth



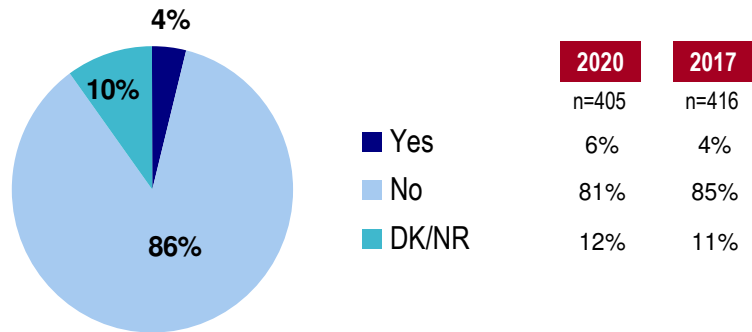
Q26: "As far as you know, has your teenager ever used cannabis?"

Base: n=476 (parents of youth 13 to 24)

- Parents who have used cannabis themselves are more likely to report children who have used the drug. More than half of parents who are recent cannabis users within the last year (52%) say their child has used cannabis, compared with just 28% of parents who have never used cannabis.

Very few parents of young people 16 to 24 (four percent) believe their child has ever driven a vehicle while under the influence of cannabis. Over eight in ten (86%) believe their child has never operated a vehicle under the influence of cannabis, although 12% are unsure. Results have not changed significantly over the years, with six percent reporting in 2020 that their teenager has driven under the influence, and four percent in 2017.

Graph 11: Parents’ Perceptions of Impaired Driving among Youth



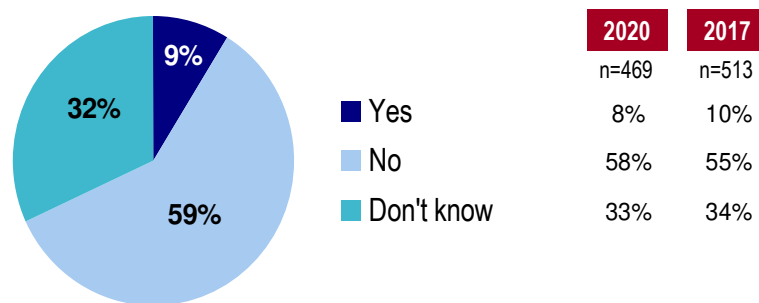
Q27: “As far as you know, has your teenager ever driven a vehicle while under the influence of cannabis?”

Base: n=409 (parents)

Parents' Perceptions of Impaired Driving among Youth

In terms of accepting a ride from a driver who was under the influence of cannabis, parents of 13 to 24 year olds expressed much greater uncertainty (32% said they are unsure). Only nine percent reported that their child has ridden as a passenger with an impaired driver, although 30% of youth reported the same (higher among those ages 20-24 at 37%). The pattern was similar in 2017 and 2020.

Graph 12: Parents' Perceptions of Impaired Driving among Youth



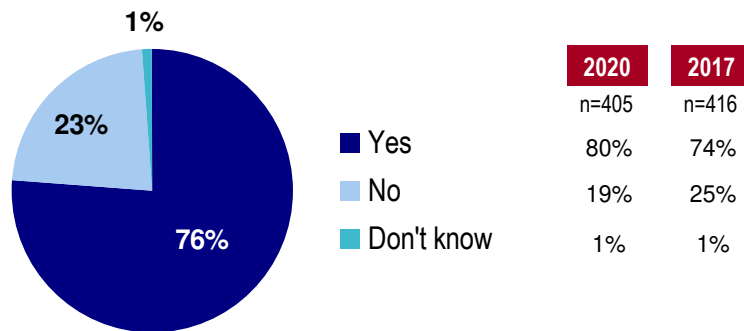
Q28: "As far as you know has your teenager ever accepted a ride with a driver who was under the influence of cannabis?"

Base: n=476 (parents)

Discussions between Parents and Youth

Survey results highlight a large discrepancy between how parents and youth recall discussing driving while under the influence of cannabis. As reported in Graph 9, one-third of young people 16 to 24 (32%) report having discussed this matter with their parents. In a sharp contrast, however, 76% of parents of young people 16 to 24 report they have had this discussion with their children, consistent over time with 80% in 2020 and 74% in 2017.

Graph 13: Discussions with Youth (Parents)



Q29: “Have you discussed driving while under the influence of cannabis with your son or daughter?”

Base: n=409 (parents)

- Women (82%) are more likely than men (69%) to say they have discussed driving under the influence of cannabis with their child.

The main topics discussed, according to roughly one in four parents, are the effects on driving ability (23%) and the general dangers associated with driving under the influence of cannabis (22%, up from 15% in 2017), as well as the legal consequences of driving while impaired (24%, up from 12% in 2017), or simply instructed their children ‘not to do it’ (18%, on par with 18% in 2017). One in five discussed strategies to avoid these situations (20%; an increase over time from 13% in 2020 and 11% in 2017). Other topics included, for example, not accepting rides from impaired drivers (14%), the dangers and risks to oneself and others (14%), or the parallels of driving with cannabis and alcohol (nine percent, down from 13% in 2020 and 21% in 2017).

Table 1: Topics Covered in Discussions with Youth

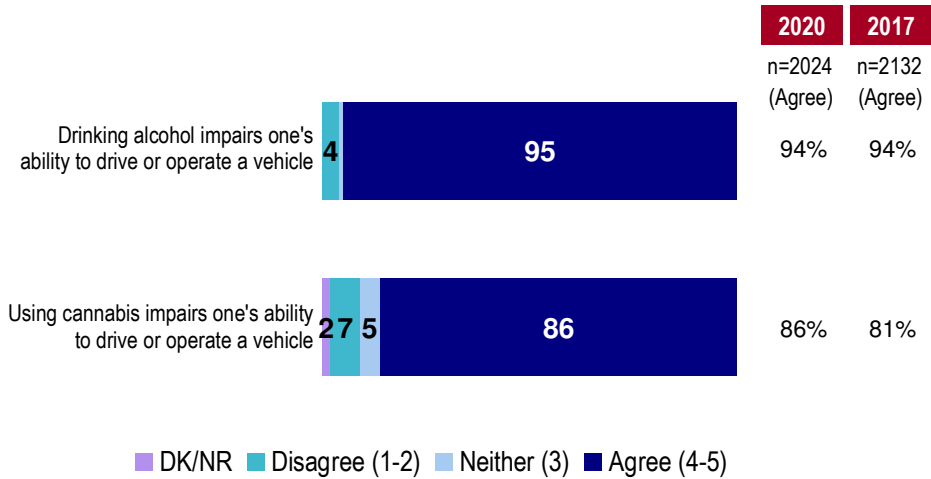
Total	2022	2020	2017
<i>Q30. What have you discussed?</i>	<i>307</i>	<i>310</i>	<i>295</i>
The legal consequences	24%	22%	12%
The effects on driving ability	23%	27%	28%
Dangers/risks	22%	27%	15%
Solutions or alternatives (i.e., back up plan) to avoid these situations	20%	13%	11%
Not to do it	18%	22%	18%
Not accepting a ride from someone who is under the influence	14%	12%	12%
Dangers/risks to yourself and others, can kill/hurt someone, get into accidents	14%	9%	14%
Parallels/comparisons with drinking alcohol and driving	9%	13%	21%
Harms/risks/effects of consuming drugs in general, social/life consequences, importance of not doing drugs/staying away from them	4%	6%	11%
Peer pressure or situations of not driving or accepting a ride	4%	0%	1%
Should not drive on any drugs/not just cannabis, effects of any drugs on driving ability	--	3%	5%
Other	4%	5%	7%
No response	12%	10%	14%

B. RISKS OF CANNABIS-IMPAIRED DRIVING

Perceptions of Impairment from Alcohol and Cannabis Use on Drivers

According to results, Canadians have very little doubt that alcohol impairs one's driving skills. As in 2017 and 2020, more than nine in ten respondents (95%) agree that alcohol impedes driving ability, and only four percent disagree. Survey results also highlight broad recognition of the impacts of cannabis on drivers. Nearly nine in ten (86%) agree that using cannabis impairs one's driving ability, which is consistent with 2020 but slightly higher than the 81% who agreed in 2017.

Graph 14: Perceptions of Impacts of Alcohol and Cannabis Use on Drivers



Q2b/a: “To what extent do you agree or disagree with the following statements?”

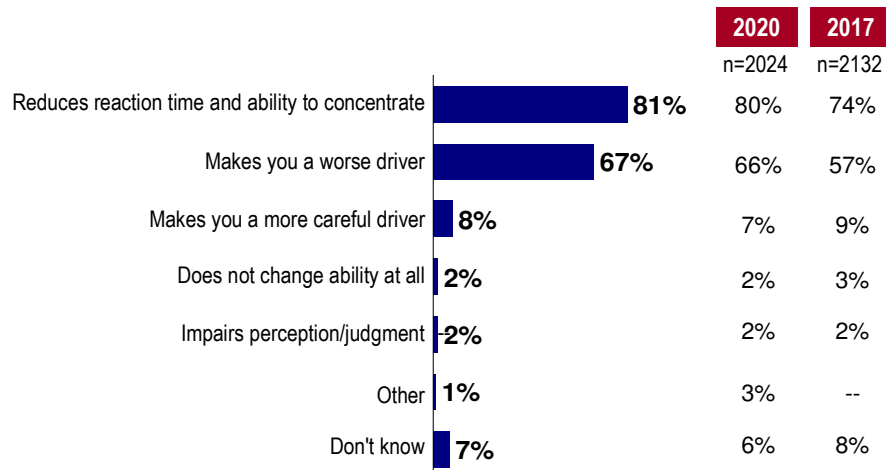
Base: n=2192

- Perhaps not surprisingly, the age cohort most likely to drive while under influence of cannabis – those ages 25 to 34 – are less likely to agree cannabis impairs driving skills, although 82% agree, which is a large increase from 67% in 2017.
- Similarly, those who have used cannabis within the past year are more likely to downplay the risks of driving with cannabis impairment (79% agree; although a significant increase from 63% in 2017).

Nature of Impacts of Cannabis impairment on Driving Ability

Respondents were also asked to select – from a prompted list – the ways in which they believe cannabis consumption affects driving ability. Results show an increasing awareness of the effects of cannabis on driving. Similar to 2020 results, eight in ten (81% compared to 74% in 2017) believe that cannabis reduces reaction time and ability to concentrate and two in three (67%; an increase from 57% in 2017) also said that cannabis makes the user a worse driver. There remain some individuals who perceive that cannabis makes the user a more careful driver (eight percent, consistent with seven percent in 2020 and nine percent in 2017) and two percent say cannabis consumption has no discernible impact on driving ability or that it impairs perception and judgement.

Graph 15: Means through which Cannabis Affects Driving Ability



Q4: “From what you know, in what way(s) does cannabis affect driving ability?”

Base: n=2192

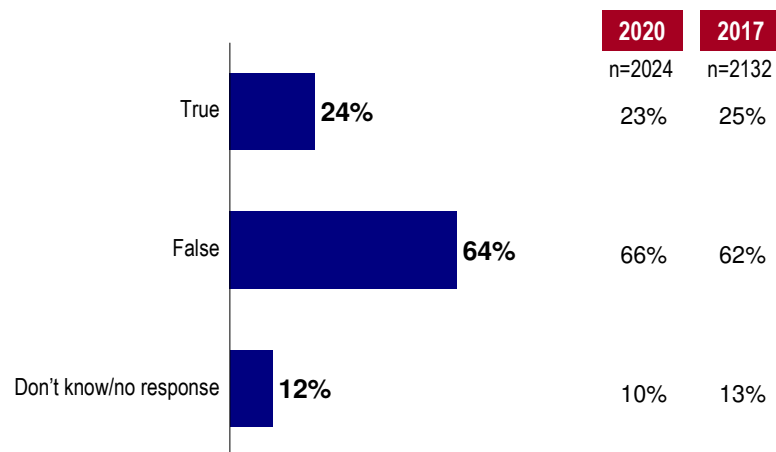
- Those under age 45 are more likely to suggest that cannabis consumption makes one a more careful driver, (11% to 12% among 16 to 24, 25 to 34, and 35 to 44 age cohorts). In the 25 to 34 age group, however, 11% is a sizable decrease from 23% in 2017. Seniors, meanwhile, are the most likely to say cannabis use makes one a worse driver (71%, compared to 67% on average).
- Not surprisingly, those who have used cannabis in the past year are more likely to say the drug has a positive impact (17%) or no impact (four percent) on driving ability. Non-users, on the other hand, are more likely to say cannabis has a detrimental impact (76%). The view that cannabis makes you a more careful driver is

not as widely held among recent cannabis users as it was in 2017 however, when 26% held this view.

Perceived Risk of Cannabis-impaired driving Compared with Alcohol

When asked whether cannabis consumption is less dangerous than alcohol on one's driving ability, just under two-thirds (64%) said they do not believe this to be the case. This is a similar proportion to the 66% reported in 2020 and 62% in 2017. About one-quarter (24%; similar to 23% in 2020 and 25% in 2017) of Canadians believe that driving under the influence of cannabis is less dangerous than driving under the influence of alcohol. Another 12% are unsure.

Graph 16: Perceived Risk of Cannabis when Compared to Alcohol



Q3a: “Please indicate if the statement: driving under the influence of cannabis is less dangerous than driving under the influence of alcohol is true or false from what you know.”

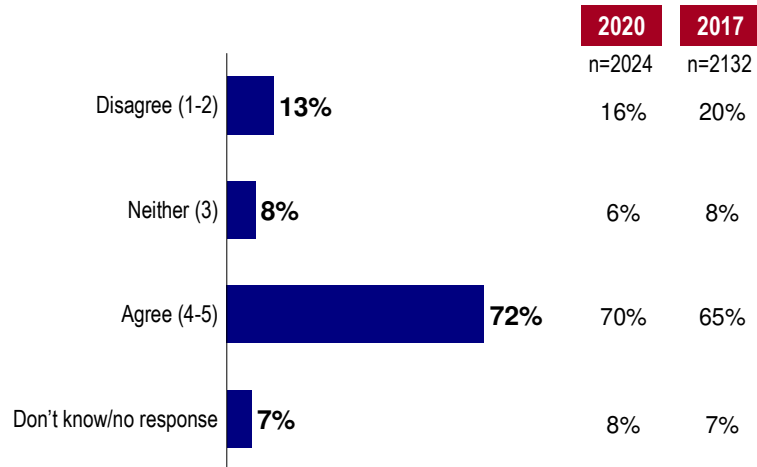
Base: n=2192

- Recent cannabis users (i.e., within the past year) are much more likely to say that operating a vehicle while under the influence of the drug is less dangerous than driving drunk (42%; down from 53% in 2017).
- The perception that cannabis is less dangerous than alcohol on driving ability is more prevalent among younger Canadians. Over one-third of those ages 25 to 34 (38%; down substantially from 53% in 2017) and under the age of 25 (38%; on par with 36% in 2017) agree with this appraisal.

Perceived Impairment from Cannabis Use on Judgement

Seven in ten Canadians (72% compared to 70% in 2020 and 65% in 2017) agree that cannabis users often fail to realize that they are impaired from using cannabis, although 13% disagree and further eight percent neither agree nor disagree.

Graph 17: Perceived Impacts of Cannabis Use on Judgement



Q2c: “To what extent do you agree or disagree with the following statement:
People often don't realize that they are impaired from using cannabis?”

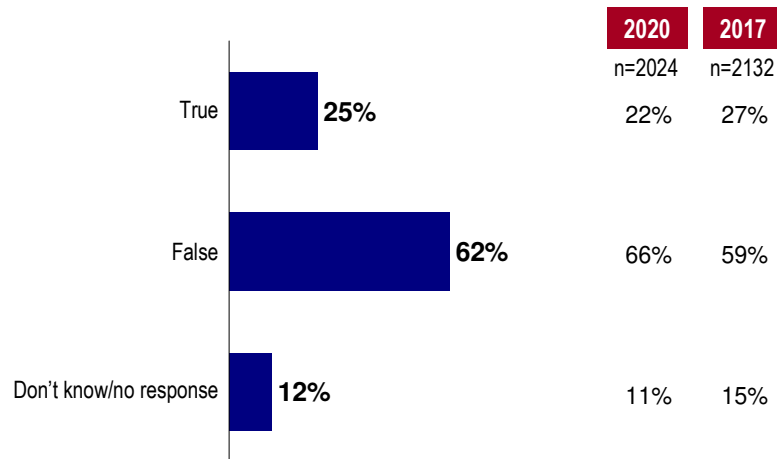
Base: n=2192

- Those ages 25 to 44 are more likely to disagree that people who are impaired by cannabis use are often unable to recognize their situation (18 to 20%), although down significantly from 42% in 2017 among those 25 to 34.
- Similarly, recent cannabis users are more likely to disagree that cannabis users do not realize that they are impaired (25%), also down from 30% in 2020 and 42% in 2017.

Perceived Ease of Recognizing Impairment

A moderately high proportion of Canadians believe that it is not always easy to tell whether a cannabis user is too high to drive. Nearly two in three (62%, falling between 66% reported in 2020 and 59% in 2017) believe it is not easy to tell, but one in four (25%) feel that an impaired potential driver can be easily identified.

Graph 18: Perceived Ease of Recognizing Impairment



Q3c: “Please indicate if the statement: it is very obvious and easy to see if someone is too high to drive is true or false from what you know.”

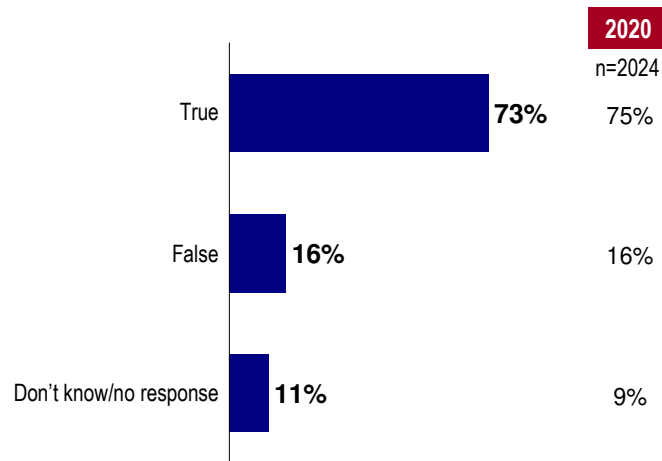
Base: n=2192

- Young people, under age 25, are more likely to say it is obvious if someone is too high to drive (43%).
- Residents of Quebec (37%) are more apt to say this is true.

Perceived Impact of Combining Cannabis and Alcohol on Impairment

Nearly three in four (73%; similar to 75% in 2020) Canadians believe that driving under the influence of cannabis and alcohol together is more dangerous than driving under the influence of either cannabis or alcohol alone. Fewer than one in five (16%) feel this is false, and a further 11% are unsure.

Graph 19: Perceived Impact of Combining Substances on Impairment



Q3d: “Please indicate if the statement: Driving under the influence of cannabis and alcohol together is more dangerous than driving under the influence of either cannabis or alcohol alone is true or false from what you know.”

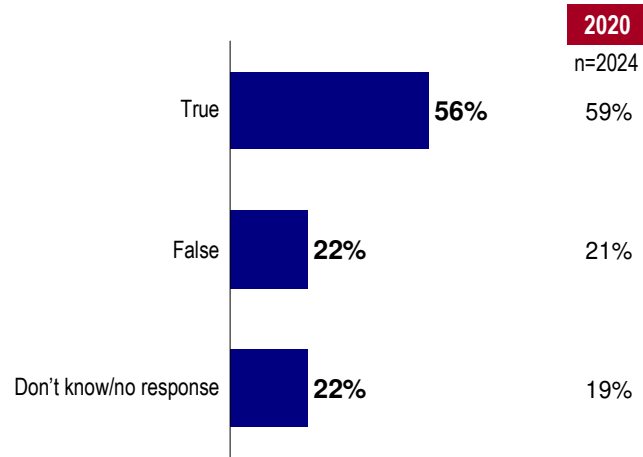
Base: n=2192

- Younger Canadians (84% among young people 16 to 24), along with those who have used cannabis in the past year (79%), are more likely to say this statement is true.

Perceived Impact of Different Forms of Cannabis on Impairment

The majority (56%, compared to 59% in 2020) of Canadians believe that different forms of cannabis consumption, such as smoking or edibles, can affect driving differently. One in five (22%) believe this is not the case, while a similar proportion (22%) are unsure.

Graph 20: Perceived Impact of Different Forms on Impairment



Q3f: “Please indicate if the statement: Different forms of cannabis consumption (i.e., smoking, edibles, etc.) can affect driving differently is true or false from what you know.”

Base: n=2192

- Younger Canadians (under age 35) (65% among young people 16 to 24 and 67% among those 25 to 34), along with those who have used cannabis in the past year (67%), are more apt to say different forms of cannabis can affect driving differently.

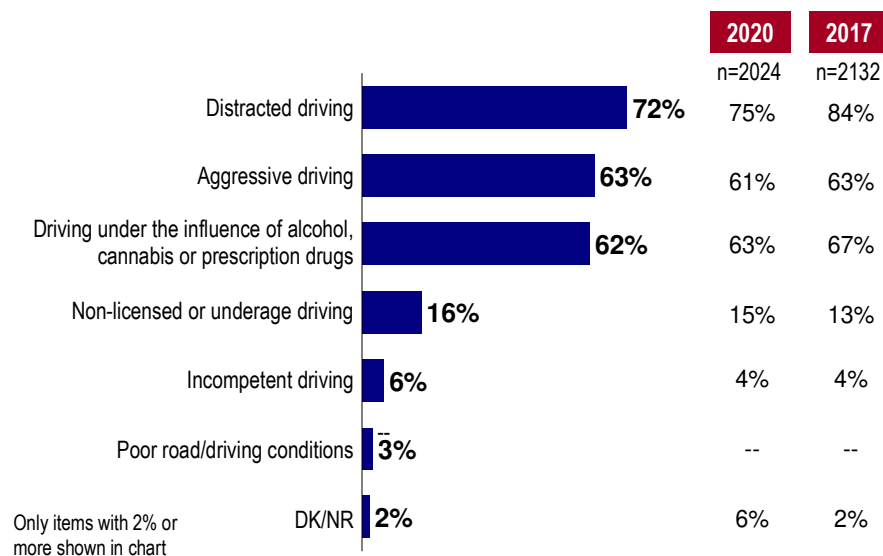
C. CONCERN FOR IMPAIRED DRIVING

Top Road Safety Concerns

Respondents were asked about their top three concerns when it comes to driver safety. While distracted driving emerged as the single largest concern (72%), this is followed by aggressive driving (63%), and impaired driving from either alcohol, cannabis or prescription drugs (62%). Concerns related to impaired driving are somewhat less pervasive over time than they were in 2017 (compared with 67% in 2017), but not as much as the reduction in concern for distracted driving (down from 84% in 2017).

In the administration of the survey one-third of respondents were shown “driving while under the influence of alcohol”, one-third were shown “driving while under the influence of cannabis” and one-third were shown the response using “prescription drugs”. Results reveal that impairment from alcohol is still a far greater concern for most Canadians (with 72% placing this as a top three concern), followed by impairment from cannabis (45%) and prescription drugs (46%). These results have not changed significantly since 2017.

Graph 21: Top Driver Safety Concerns



Q1xTotal: “What are your top three concerns when it comes to road safety?”

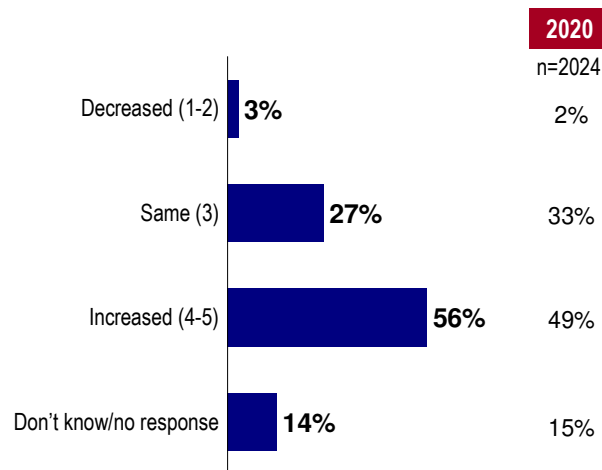
Base: n=2192

- A critical difference among age cohorts is that the 25 to 34 year old respondents are more likely to cite distracted driving (80%) and aggressive driving (71%) and youth (16 to 24: 71%, roughly on par with 2017) are the most likely to point to impaired driving as a top concern.
- Young people 16 to 24, however, have relatively greater heightened concerned about impairment from cannabis (57%; on par with 59% in 2020 but up from 49% in 2017), as well as from prescription drugs (67%; up from 54% in 2020).

Perceived Impact of Cannabis Legalization on Incidence of Impaired Driving

Canadians continue to believe that cannabis-impaired driving is on the rise since recreational use of cannabis became legal in Canada. In fact, over half (56%) feel the incidence of driving while impaired from cannabis has increased, up from 49% in 2020. Another 27% (down from 33% in 2020) feel that the incidence remains the same as it was prior to legalization, however, virtually no one believes the rate has decreased.

Graph 22: Perceived Impact of Legalization on Rate of Impaired Driving



Q5: “Since recreational use of cannabis became legal in Canada, do you think that the rate of driving while under the influence of cannabis has decreased, increased or stayed the same?”

Base: n=2192

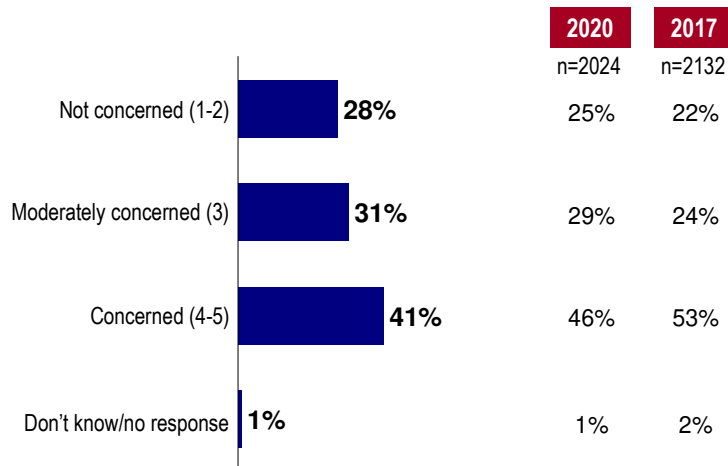
- The perception of a rise in the incidence of cannabis-impaired driving is marginally more likely among young people 16 to 24 (61%), as well as among those who have never used cannabis (65%).

- It is least likely among those who are 25 to 44 (44 to 48%), and in particular, among recent cannabis users (45%).

Level of Concern Regarding Cannabis-Impaired Driving

In terms of concern about others on the road who are driving under the influence of cannabis, most report at least a moderate concern. Under half (41%) indicated they are concerned or even very concerned, and another 31% said they are moderately concerned. Only about one in four (28%) rated themselves as not very or not at all concerned. Concern about others driving under the influence of cannabis appears to be decreasing slightly over time, from 53% in 2017, to 46% in 2020, to 41% in 2022.

Graph 23: Concern for Public Safety from Cannabis-Impaired Driving



Q6: “How concerned are you about others on the road who are driving under the influence of cannabis?”

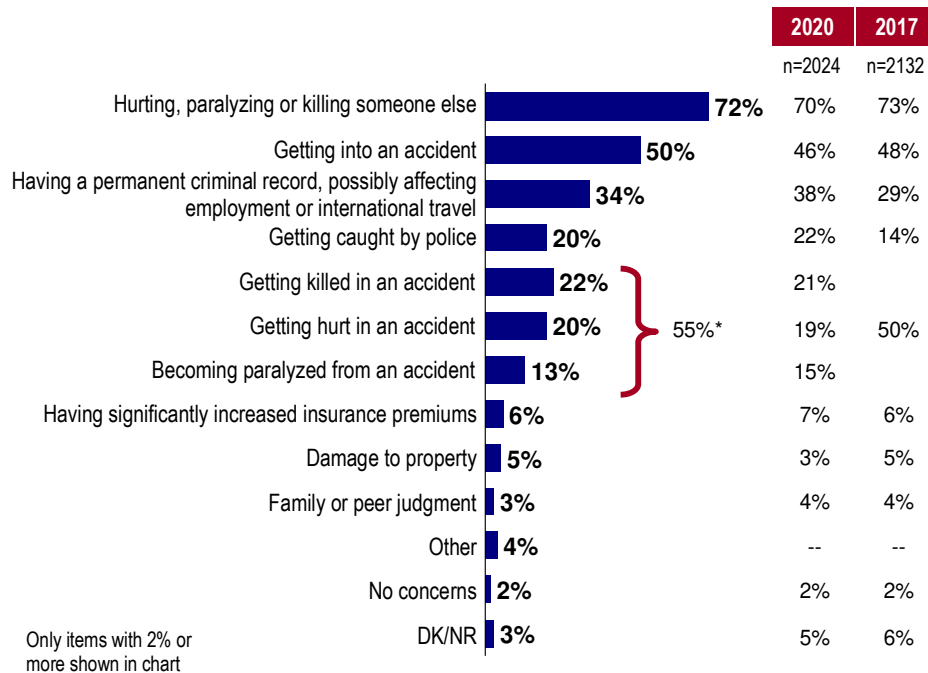
Base: n=2192

- Concern is limited among relatively younger respondents, including those 16-24 (28% are concerned), 25-34 (20% concerned), 35-44 (23% concerned). Those aged 65 and over are most concerned at 64%.
- Similarly, only 21% of recent cannabis users expressed concern and 47% said they are not concerned.
- These patterns are generally very similar to those found in 2017, concern is down among young people 16 to 24 from 44% in 2017.

Personal Concerns with Driving Impaired

When asked about their biggest concern if driving while under the influence of cannabis, hurting, paralyzing, or killing someone else was seen as the key concern, according to 72% of respondents. This is similar to previous results of 70% in 2020 and 73% in 2017. In a second tier of concern, many pointed to personally getting hurt (20%), paralyzed (13%) or killed (22%) in an accident, and just generally getting into an accident is also a concern for half of respondents (50%). Although less of a concern than these top three, fully 34% said that having a permanent criminal record, possibly affecting employment or international travel is a concern. Another 20% pointed to getting caught by police as a concern. Other concerns are limited including significantly increased insurance premiums, family or peer judgement, or damage to property.

Graph 24: Biggest Concern



Q15: “What would be your biggest concern with driving while under the influence of cannabis?”

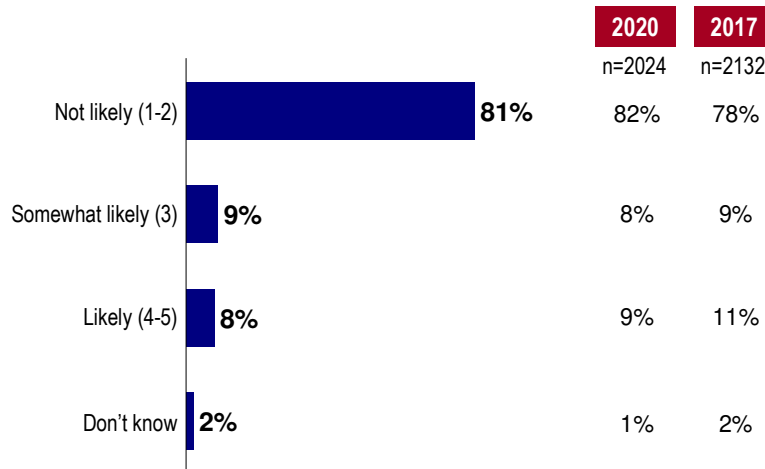
Base: n=2192, *because of respondents’ ability to select more than one response, overall % in not additive.

- Young people 16 to 24 are considerably more likely than older groups to be concerned about getting a permanent record (45%), or getting caught by the police (28%). This prevalence is also higher among men compared with women.
- The same pattern also exists among recent cannabis users where 38% are concerned about a permanent record and 27% about getting caught by the police.

Likelihood of Accepting a Ride

When asked how likely they would be to accept a ride from someone they knew was under the influence of cannabis, more than eight in ten (81%) said they would not, which is aligned with 82% in 2020 and 78% in 2017. Eight percent said they would be likely to do so and a further nine percent indicated a moderate likelihood, which is similar to results found in 2020 and 2017.

Graph 25: Likelihood of Accepting a Ride



Q20: “How likely would you be to accept a ride from someone who you knew was under the influence of cannabis?”

Base: n=2192

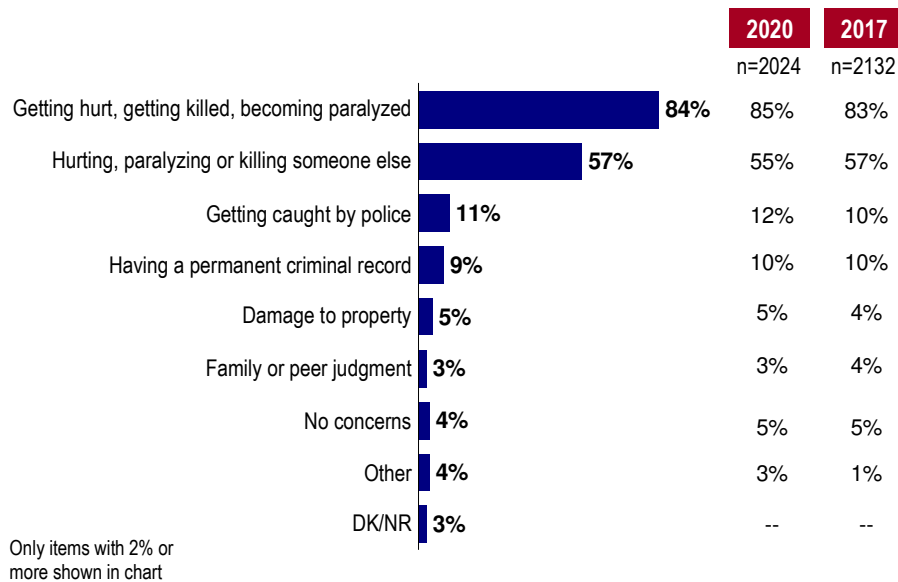
- A majority of youth aged 16 to 24 (79%) are unlikely to accept a ride from someone impaired by cannabis, an increase from 2017 (73%). However, results indicate that this age group is more at risk than older respondents given that 13% said they would be moderately likely and 7% said they would be likely to accept a ride under those conditions.
- Those between the ages of 25 and 34 are at the greatest risk, with 15% saying they would be moderately likely and another 13% saying they would be likely to accept a ride, although some gains have been made since 2017 when 42% said there was some likelihood. In contrast, those over 45 are very unlikely to accept a ride (84% to 89% in each older age cohort).
- Even more pronounced, 18% of recent cannabis users would be likely to accept a ride and a further 17% said they would be moderately likely to do so. In 2017, however, 54% said they would be at least moderately likely to accept a ride, highlighting significant gains.

Personal Concerns for Being a Passenger

Concerns as a passenger in a vehicle where the driver was under the influence of cannabis were also explored. The top concern is getting hurt, becoming paralyzed or getting killed in an accident (84%). Although still a key concern, fewer are worried about hurting, paralyzing, or killing someone else (57%). Again, as a passenger, getting caught by police (11%), or having a permanent record (nine percent) are of considerably less concern. Only five percent of respondents said they would be worried about damage to property and three percent indicated family or peer judgement. Results are generally very similar with those found in 2017 and 2020.

The grouped concern of getting hurt, killed, or paralyzed in an accident is much greater as a passenger (84%) than as a driver (as reported in Graph 26 at 55%).

Graph 26: Concerns as a Passenger



Q21: “If you were a passenger in a vehicle where the driver was under the influence of cannabis, what concerns, if any, would you have?”

Base: n=2192

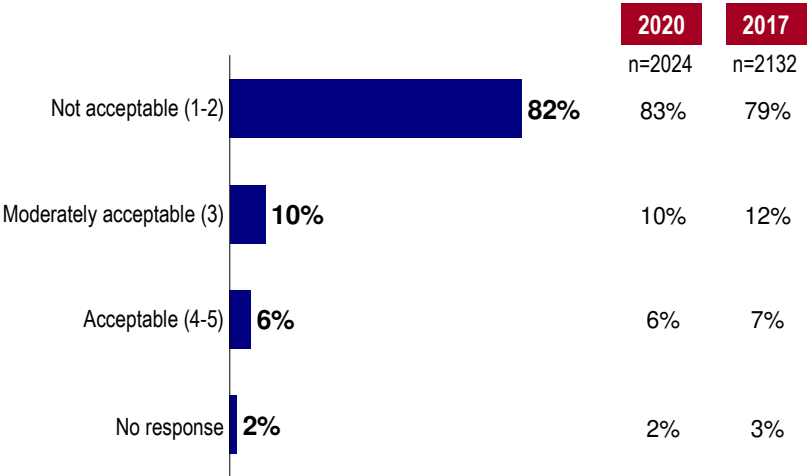
- Young people aged 16 to 24 are more likely than any other age cohort to also be concerned with getting caught by the police (21%; similar to 2020 and 2017) or having a permanent record (22%; much lower than 40% in 2017).
- The same pattern exists for recent cannabis users with regard to getting caught by police (15%).

D. NORMALIZED BEHAVIOUR

Social Acceptability of Driving Under the Influence

In terms of how acceptable it is for people they know to drive while under the influence of cannabis, a clear majority (82%) said they do not see it as acceptable, which is between the 83% reported in 2020 and 79% in 2017. Only 10% see it as moderately acceptable and another six percent believe it is acceptable.

Graph 27: Social Acceptability of Driving Under the Influence



Q14: “How acceptable is it for people you know to drive while under the influence of cannabis?”

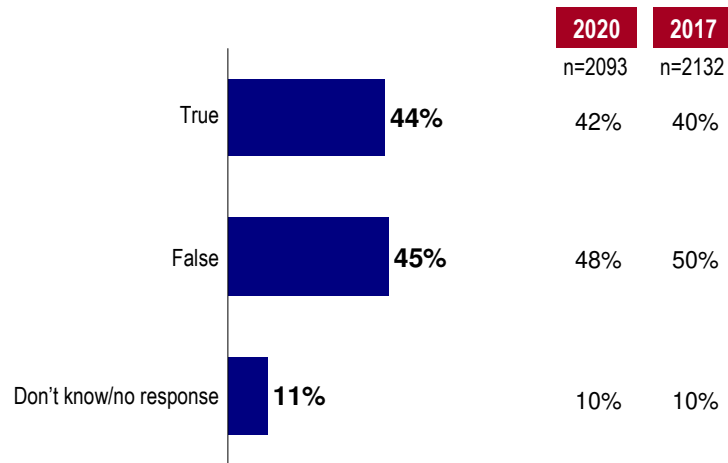
Base: n=2192

- Young people 16 to 24 generally do not see driving under the influence of cannabis as acceptable (80% say it is not acceptable; 5% say acceptable). Those aged 35-44 are most likely to find driving under the influence of cannabis as acceptable, at 10%
- Acceptance is also considerably greater among recent cannabis users, where 17% find it moderately acceptable and another 11% feel it is acceptable, although this lower than in 2017 when 43% indicated some level of acceptance.
- Residents of British Columbia and the Territories are more likely than those in other regions to say driving under the influence of cannabis is acceptable (11%, compared to the average of 6%).

Comparison with Alcohol

Results nonetheless highlight a split in perception about the relative social acceptability of driving while under the influence of cannabis compared with alcohol. Although under half (45%) do not believe this to be true, 44% said they believe that it is more socially acceptable than driving with alcohol-induced impairment, and another 11% were unsure. These results mirror closely the findings in 2020 and 2017.

Graph 28: Comparison with Alcohol



Q3b: “Please indicate if the statement: Driving while under the influence of cannabis is more socially acceptable than driving under the influence of alcohol is true or false from what you know.”

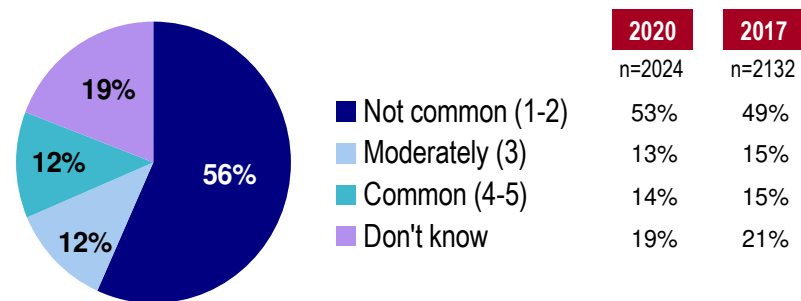
Base: n=2192

- Social acceptability of driving under the influence of cannabis in comparison to driving under the influence of alcohol is strongest among young people 16 to 24 (61%, an increase from 50% in 2017) and those who are 25 to 34 (56%).
- As in 2017, the pattern is the same among recent cannabis users (52%), although in this case it has decreased slightly from 57% in 2017.
- Residents of British Columbia and the Territories (53%), and Alberta (54%) are more likely to agree it is more socially acceptable to drive under the influence of cannabis; those in Saskatchewan and Manitoba (34%) and Quebec (30%) are least likely to say this is true.

Perceived Prevalence of Cannabis-impaired Driving

When asked how common it is for people they know (e.g., friends, family, work colleagues) to drive under the influence of cannabis, just over half of respondents (56%) indicated they believe this is to be a rare occurrence. This is a slight increase over the years from 53% in 2020 and 49% in 2017. Nonetheless, 12% said it is common, and the same proportion (12%) believes it to be moderately common.

Graph 29: Prevalence of Cannabis-impaired Driving



Q18: “As far as you know, how common is it for people you know (e.g., friends, family, work colleagues) to drive while under the influence of cannabis?”

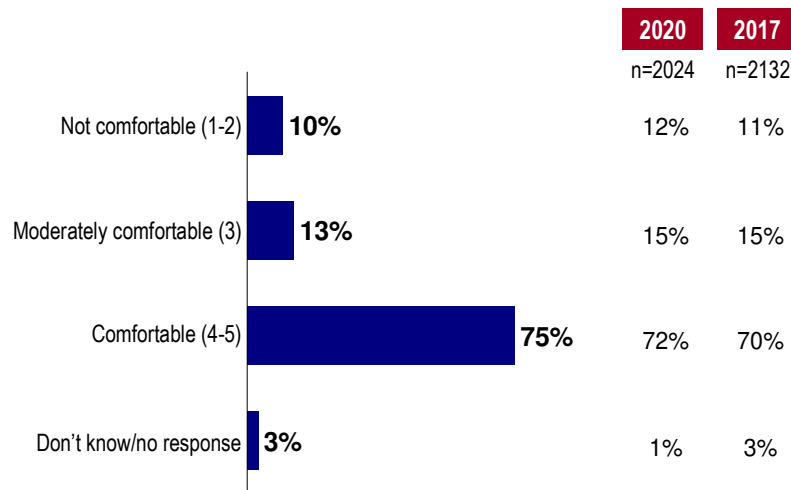
Base: n=2192

- Young people aged 16 to 24 (69%) are more likely to say it is not common. This is an increase from 58% in 2020 and 54% in 2017.
- Similarly, 17% of recent cannabis users said it is a common occurrence, and another 17% said it is moderately common, although this remains an improvement from 50% indicating some commonality in 2017.

Comfort with Intervention

When asked about their comfort level in trying to stop a friend or family member from driving if they thought that they were impaired after using cannabis, the majority of respondents (75%) said they would be comfortable doing so, an increase from 72% reported in 2020 and 70% in 2017. Ten percent, however, said they would not be comfortable and 13% said they would be only moderately comfortable, as was also the case in 2017.

Graph 30: Comfort Intervening with Impaired Drivers



Q22: “How comfortable would you be trying to stop a friend or family member from driving if you thought that they were impaired after using cannabis?”

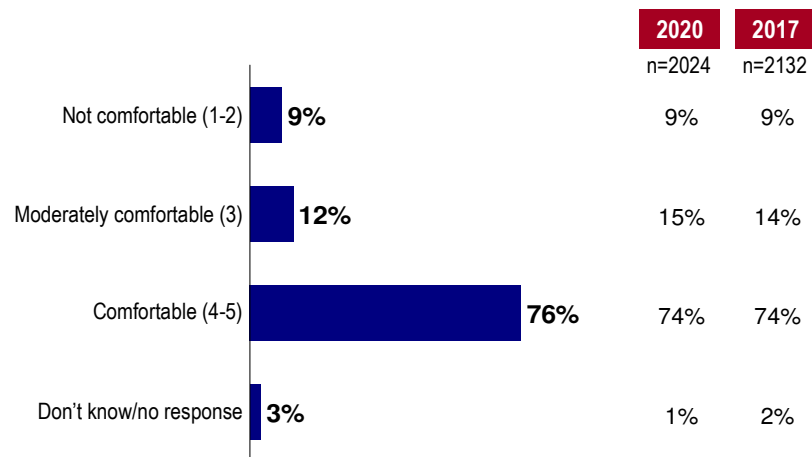
Base: n=2192

- Parents of young people 16 to 24, are among the most comfortable (81%), as was the case in 2017.

Intervention with Passengers

Reflecting the results from 2020 and 2017, 76% said they would be comfortable in trying to stop a friend or family member from accepting a ride from a driver who they thought was impaired after using cannabis. Another 12%, however, said they would be only moderately comfortable, and nine percent said they would not be comfortable.

Graph 31: Comfort Intervening with Passengers



Q23: “How comfortable would you be trying to stop a friend or family member from accepting a ride from a driver who you thought was impaired after using cannabis?”

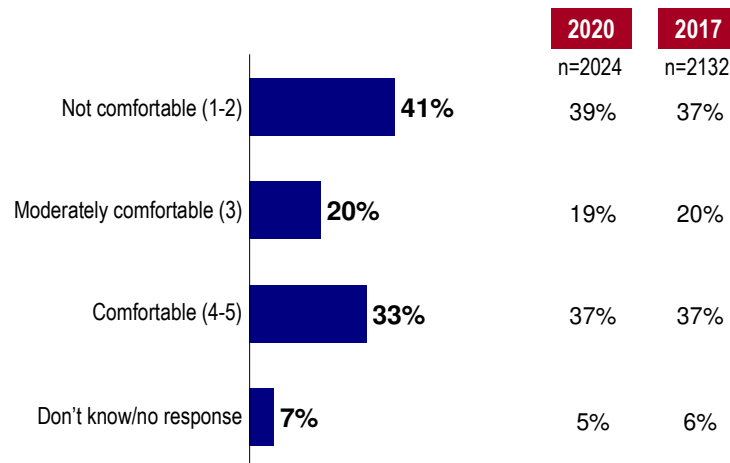
Base: n=2192

- Respondents aged 45-54 (82%) and 55-64 (83%) are mostly likely to say they would be comfortable, along with parents of young people 16 to 24.

Comfort Reporting to Police

Canadians are decidedly less comfortable in reporting to the police if they are aware of someone driving impaired after using cannabis. Although 33% said they would be comfortable (lower than the 37% reported in both 2020 and 2017), a slightly higher proportion (41%) said they would not be, and 20% rated themselves in the middle, as was also the case in 2020 and 2017.

Graph 32: Comfort Reporting to Police



Q24: “How comfortable would you be in reporting to the police, if you knew that someone was driving impaired after using cannabis?”

Base: n=2192

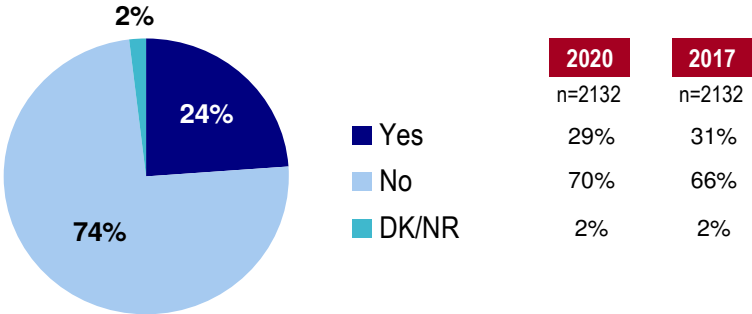
- Those under 35 are considerably less comfortable in reporting to the police (22% to 23% indicating they are comfortable), while those 45 and over are most comfortable (37% to 43%).
- Recent cannabis users also indicated less comfort in this area: 21% saying they are comfortable, but 55% indicating they would be uncomfortable in this role. Discomfort however is similar to 53% in 2020 and 58% in 2017.

E. INFORMATION

Incidence of Searching for Information

The incidence of searching for information on the effects of drugs on driving ability is moderate. About one-quarter of respondents (24%, trending down from 29% in 2020 and 31% in 2017) indicated they have searched for information, and nearly three-quarters (74%) have not.

Graph 33: Incidence of Searching for Information



Q7: “Have you ever looked for information on the effects of drugs on driving ability?”

Base: n=2192

- Youth under age 25 (33%), and 20 to 24 in particular (34%) are more likely than those in other age ranges to have sought information on the impacts of drugs on driving ability. Those aged 44 to 54 years are least likely to have searched for this information (19%; consistent with 2020 and still down from 27% in 2017).
- Recent cannabis users are slightly more likely to have researched the effects of drugs on driving ability (31%).

Preferred Sources for Information

When asked about preferred sources for information on the impacts of drugs on driving ability, health professionals remain the most trusted source by a wide margin, selected by more than half of respondents (56%, similar to 2020 and 2017). One in four (25%) indicated law enforcement as a preferred source, which is similar if marginally decreased from 30% in 2020 and 32% in 2017. One in seven (16%) would consult with a friend, and under one in ten would turn to a teacher, counsellor, or social worker (nine percent), or family (eight percent). Other sources were selected much less frequently.

Graph 34: Preferred Sources for Information



Q8: “If you were to speak with someone to get information on the effects of drugs on driving ability, who would you be most likely to speak with?”

Base: n=2192

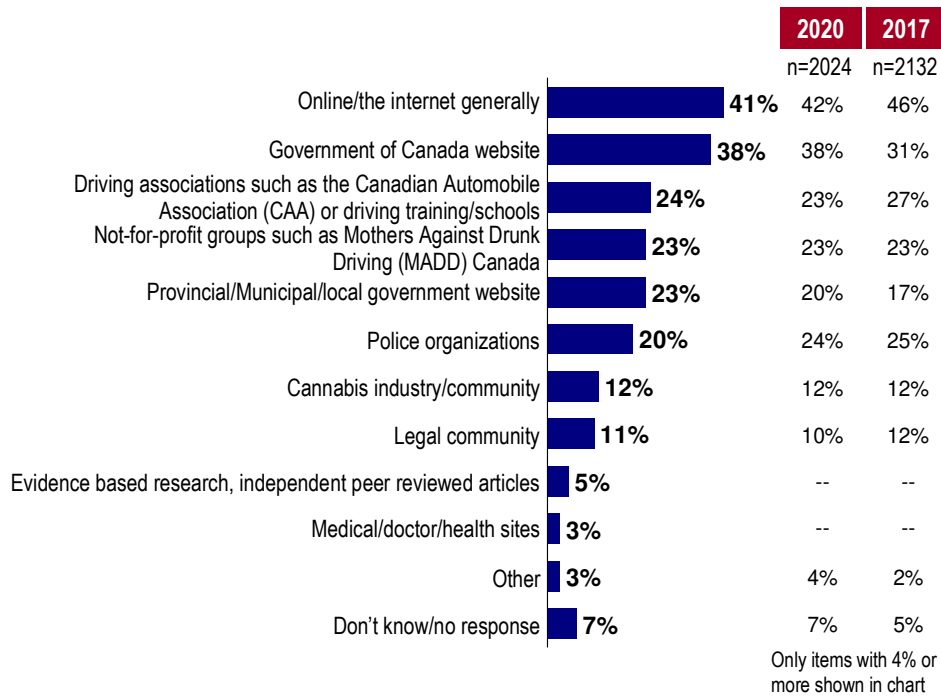
- Similar to 2017, young people 16 to 24 are among the only age cohort that is likely to turn to a friend (27%, similar to 29% in 2017 and 30% in 2017), a teacher, counsellor, or social worker (18%), or a parent (16% rising to 28% among those 16 to 19 specifically).
- Those between 25 and 34 years of age are equally likely to ask a friend (27%) but place higher trust in health professionals than others (64%; still up from 57% in 2017, but down from 71% in 2020).
- Recent cannabis users are more likely than others to speak with friends (22%), also found in 2017.

Preferred Online Sources for Information

Respondents were also asked to specify which online sources they would consult for information about the effects of drugs on driving ability. Two-fifths (41%, a decrease over time from 2017) cited the Internet in general, with no mention of a specific organization. The most frequently cited specific source, however, is a Government of Canada website, according to 38%⁴, an increase from 31% in 2017. Nearly one in four said they would turn to the Canadian Automobile Association (24%, compared to 27% from 2017), a not-for-profit group such as Mothers Against Drunk Driving Canada (23%), or a website maintained by their provincial or municipal government (23%, an increase from 20% in 2020 and 17% in 2017). One in five pointed to a police organization (20%, down slightly from 24% in 2020 and 25% in 2017).

⁴ Readers should bear in mind that the survey was identified as being sponsored by the Government of Canada.

Graph 35: Preferred Online Sources for Information



Q9: “If you were to look for information online on the effects of drugs on driving ability, where would you most likely look for reliable information?”

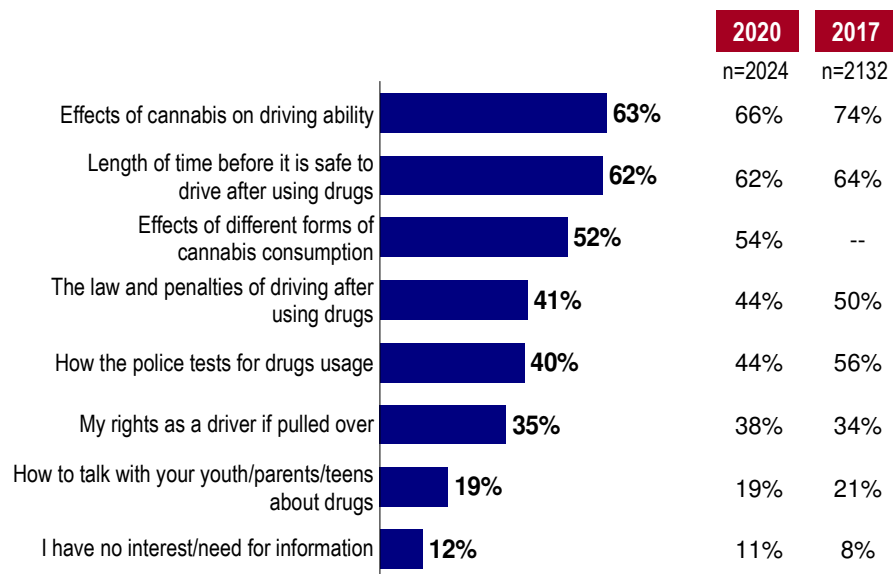
Base: n=2192

- Compared to other age groups, young people 16 to 24 and those 25 to 34 were more likely to select several of the items tested. For instance, 43% to 48% would access a Government of Canada website, 15% to 22% would go to the cannabis industry.
- Seniors 65 years of age or older are more likely to search for organizations online such as driving associations (30%) and the police (25%).
- Recent cannabis users said they would be more likely to turn to the cannabis industry itself (24%).

Type of Information Sought

Respondents were similarly asked to identify the types of information they would want to know about the effects and risks of drug use on driving ability. Nearly two-thirds (63%, a decrease from 66% in 2020 and 74% in 2017) indicated an interest in learning more about the effects of cannabis on driving ability, or the length of time before it is safe to drive after using drugs (62%). Over half of respondents (52%) want to know the effects of different forms of cannabis. Roughly two-fifths (41%; down from 44% in 2020 and 50% in 2017) would like more information about the laws and penalties regarding driving while impaired, or about how the police test for drugs (40%; down from 44% in 2020 and 56% in 2017). Slightly fewer (35%) are interested in learning about their rights as a driver should they be pulled over, while one in five (19%) would like advice on how to talk with family members about drug use.

Graph 36: Type of Information Sought



Only items with 3% or more shown in chart

Q10: “What information, if any, would you want to know about the risks and effects of driving after using drugs?”

Base: n=2192

- Young people 16 to 24 are considerably more likely to express interest in information regarding the length of time before it is safe to drive after drug use (73%; up from 68% in 2020 and 60% in 2017), the laws and penalties of driving impaired (59%), how police tests work (53%), and a driver's rights when they are pulled over (60%; up considerably from 39% in 2017). The pattern is largely the same among recent cannabis users.
- Parents of young people 16 to 24 are more interested in learning how to talk with family members about drug use (30%, on par with previous iterations).

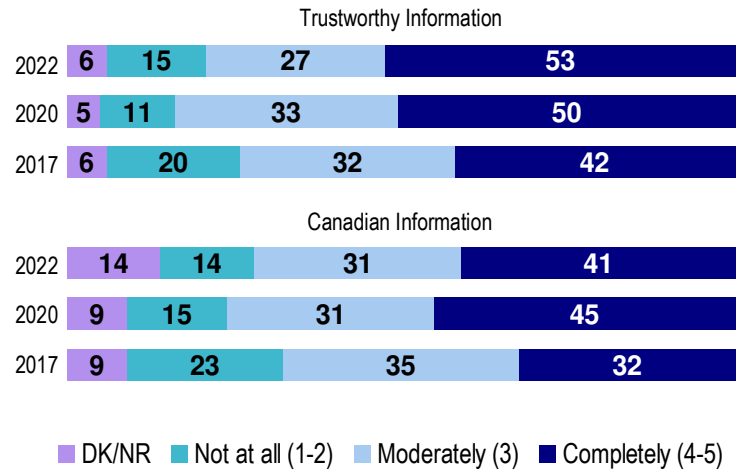
Availability of Trusted Information Sources

Respondents were asked whether they feel they have enough trustworthy information about the effects of drugs on driving ability in order to make informed decisions about risk. Half of respondents in the survey sample were asked generically about "information", while the other half were asked about "Canadian information" specifically.

Based on results, Canadians feel more informed in terms of availability of trustworthy information to make decisions than they did when surveyed in 2017. Over half of respondents (53%) said they have enough information to make informed decision, an increase from 50% in 2020 and 42% in 2017. Another 27% feel they have moderate access to information, and 15% do not feel they have sufficient information at their disposal.

Canadians are similarly positive about the availability of Canadian information (i.e., from a Canadians content). Under half (41%) said Canadian information is available; the results have varied over time from a low of 32% in 2017 to a high of 45% in 2020. One-third (31%, a slight decrease from 35% in 2017) indicated moderate availability, and fewer than one in five (14%, down from 23% in 2017) said that information is limited.

Graph 37: Perceived Availability of Trusted Information



Q10a/b: “To what extent would you say that you have enough trustworthy information/Canadian information to make informed decisions about the risks of driving while under the influence of drugs, including cannabis?”

Base: n=1101/1031/993

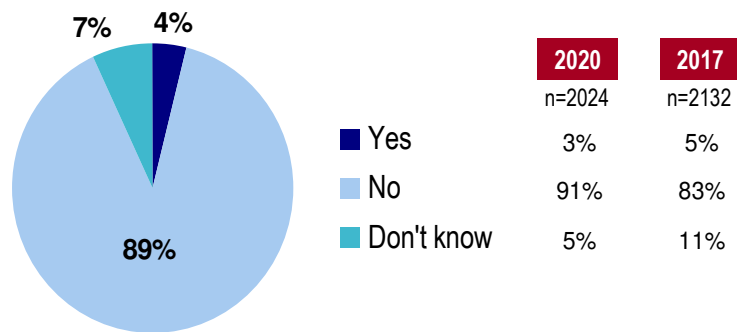
- Recent cannabis users (61%), are more likely than others to say they have trustworthy information available, up over time from 58% in 2020 and 46% in 2017.

F. CANNABIS LAWS AND CONSEQUENCES

Familiarity with Current Legal Status

Canadians are generally aware that driving while under the influence of cannabis is not legal. Nearly nine in ten (89% compared to 91% in 2020 and 83% in 2017) recognize that it is currently illegal to operate a vehicle while under the influence, however, four percent still believe it to be legal and another seven percent are uncertain.

Graph 38: Familiarity with Current Legal Status



Q31: "As far as you know, is it currently legal to drive while under the influence of cannabis in Canada?"

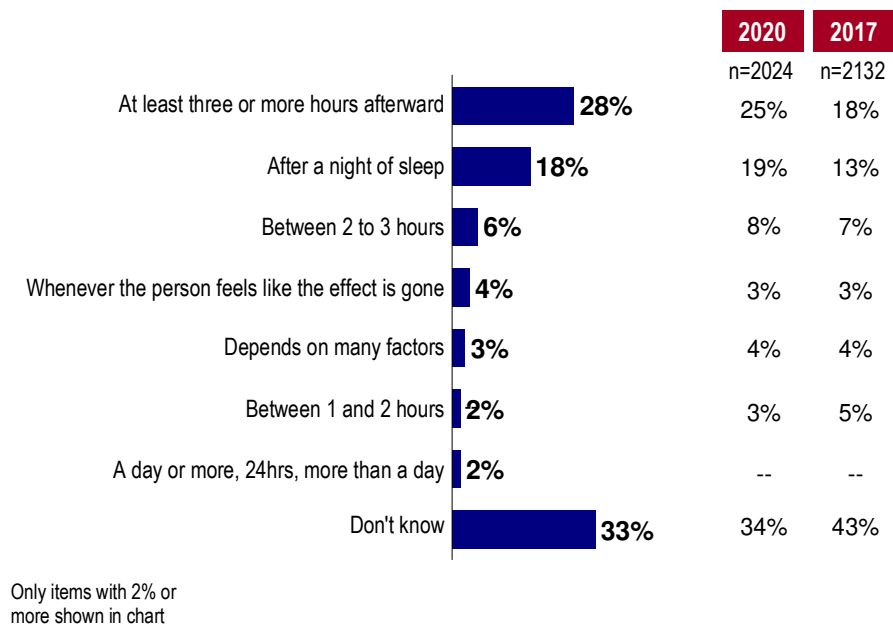
Base: n=2192

- There are few significant differences in awareness on this point across various segments.

Familiarity with Duration of Impairment

Based on results of the survey, Canadians are very unsure about the amount of time a driver should wait before getting behind the wheel after consuming cannabis before it is safe to operate a vehicle. In fact, one in three (33%) said they are uncertain. Roughly one in four (28%, up from 25% in 2020 and 18% in 2017) believe a user should wait three hours or more and fewer (18%, identical to 2020 and an increase from 13% in 2017) feel it is best to drive only after a night of sleep. Although few believe that one to two hours (two percent) or two to three hours (six percent) is sufficient.

Graph 39: Familiarity with Duration of Impairment



Q33: “As far as you know, how long after using cannabis is it safe to drive a vehicle?”

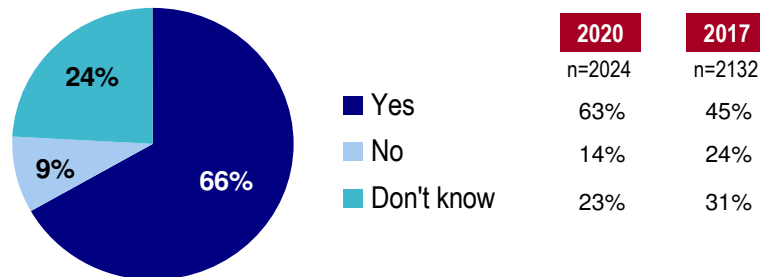
Base: n=2192

- Younger respondents aged 16-24 (39%) or 25-34 (34%) are more likely to say it is safe to drive after three or more hours.

Familiarity with Detection Technology

Results suggest an increasing awareness among Canadians about whether police can detect impairment from cannabis among drivers who are stopped at the roadside. In 2017, 45% of Canadians felt that police can detect impairment; this increased to 63% in 2020 and now 66% in 2022. About one in ten (nine percent) still believe police can not detect impairment at the roadside. The proportion of those unsure has decreased since the benchmark, with 24% indicating they do not know, compared to 31% in 2017.

Graph 40: Familiarity with Detection Technology



Q34: “As far as you know, can the police detect impairment from cannabis?”

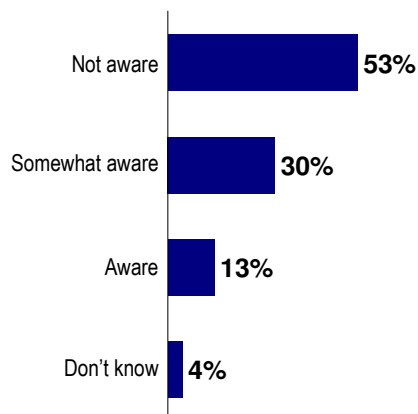
Base: n=2192

- Canadians under age 25 (72%; up from 55% in 2017) are more likely to believe that police can detect impairment from cannabis, while those 25 to 34 (58%; up from 44% in 2017) are least likely.

Awareness of Cannabis Laws and Penalties

A small minority of Canadians feel they are aware of the laws around cannabis and the legal consequences of breaking cannabis laws. Just over one in ten (13%, down from 19% in 2020) are aware that an individual may face monetary fines or jail terms for breaking Canadian cannabis laws, while 53% say they are not aware and 30% are only somewhat aware.

Graph 41: Awareness of Cannabis Laws and Penalties



Q35B: “Currently, an individual may face monetary fines or jail terms for breaking Canadian cannabis laws. How aware would you say you are of the laws around cannabis, and the legal consequences of breaking cannabis laws?”

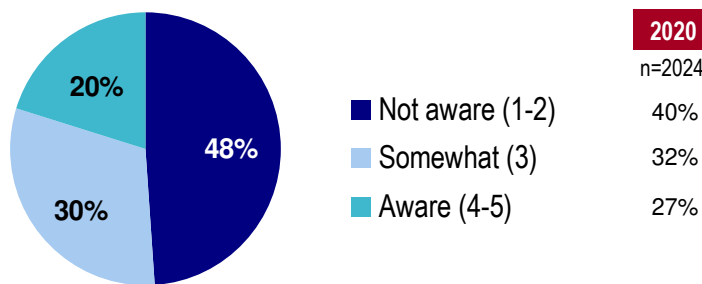
Base: n=2192

- Recent cannabis users are more likely to report that they are aware (19%) or somewhat aware (37%) of cannabis laws.

Awareness of Penalties for Cannabis-impaired Driving

Respondents were informed that penalties for driving while impaired from cannabis can include a \$1000 fine, loss of licence for 12 months, and up to 18 months' imprisonment and criminal record, with greater consequences if an accident results in harm. One in five (20%, down from 27% in 2020) Canadians are aware of these penalties, while nearly half (48%, up from 40% in 2020) are not aware and one-quarter (30%) are only somewhat aware.

Graph 42: Awareness of Penalties for Cannabis-Impaired Driving



Q36a: Currently, drug-impaired driving carries a \$1,000 dollar fine and loss of license for 12 months. It may also include jail time of up to 18 months, as well as a permanent criminal record. Where an accident results in harm or death the sentence can be up to 10 years in prison.

“How aware were you of the legal consequences of drug-impaired driving before now?”

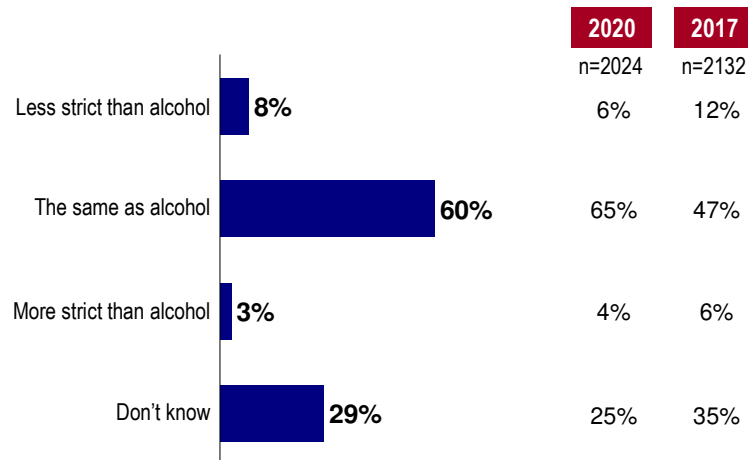
Base: n=2192

- There are few significant differences in awareness on this point across various segments.

Legal Consequences of Driving Impairment: Cannabis versus Alcohol

When asked whether they believe the penalties associated with driving while impaired from cannabis are greater, lesser, or equivalent to those associated with driving while impaired from alcohol, the majority of Canadians believe that impairment from cannabis and impairment from alcohol carry the same penalties (60% believe penalties are the same, down from 65% in 2020 but still a sizable increase from 47% in 2017). Less than one in ten (eight percent compared to 12% in 2017), however, believe that the penalties associated with cannabis are less strict than those regarding alcohol, and another three percent believe cannabis impairment carries greater consequences. A notable portion of Canadians are again unsure (29%, although still a decrease from the baseline of 35% in 2017).

Graph 43: Penalties of Cannabis versus Alcohol-Impaired Driving



Q35: “Are the penalties for driving while impaired from cannabis less strict, the same, or more strict than they are for impairment from alcohol?”

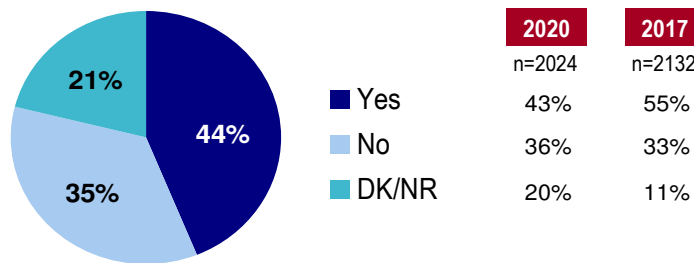
Base: n=2192

- There are few significant differences in awareness on this point across various segments.

Perception of Effectiveness of Penalties

Fewer than half of Canadians (44%) feel that penalties are strict enough to prevent people from driving while under the influence of cannabis. This is similar to the 43% reported in 2020 but remains a decrease from 55% in 2017. Over one-third (35%) feel they are not strict enough, and one in five (21%) are unsure.

Graph 44: Perceived Effectiveness of Penalties on Cannabis Impaired Driving



Q36b: “Do you think that these penalties are strict enough to prevent people from driving while under the influence of cannabis?”

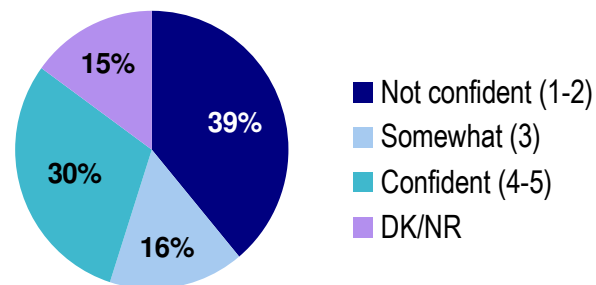
Base: n=2192

- Young people 16 to 24 (59%; particularly those 20 to 24 at 60%) are more likely to say penalties are strict enough to prevent people from driving while under the influence of cannabis. This is also the case for recent cannabis users (56%).

Awareness of Cannabis Laws and Penalties

Nearly one-third (30%) of Canadians are confident that they can determine if a cannabis product is legal. Another 16% are somewhat confident and 39% not confident that they could determine the legality of a product.

Graph 45: Confidence in Legality of Product



Q39: “How confident are you that you can determine if a cannabis product is legal?”

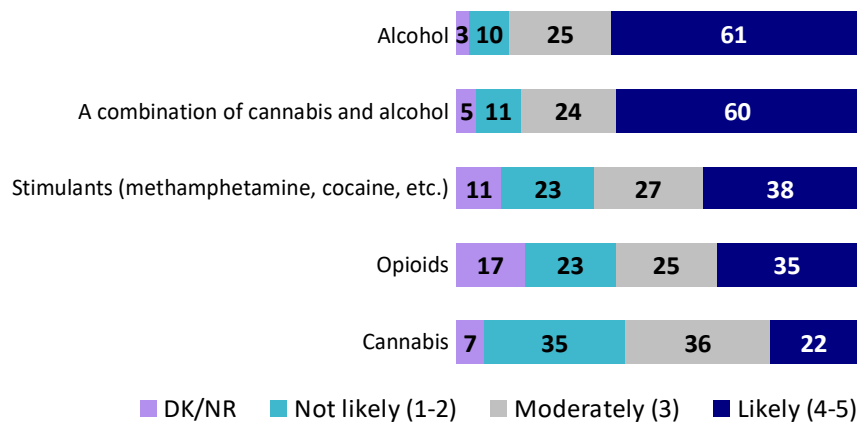
Base: n=2192

- Younger respondents are more likely to say they are confident, including 35% of 16-24, 38% of 25-34, and 39% of 35-44. Those aged 65 and over are least confident at 15%.
- Recent cannabis users (56%) are more confident they can determine if a product is legal, compared to non-recent users (23%) or non-users (13%).
- Men (34%) have a higher propensity to say they are confident, compared to women (25%).

Getting Caught Driving under Influence

The majority of Canadians feel it is likely that the police will catch someone who is driving under the influence of alcohol (61%), or a combination of cannabis and alcohol (60%). Respondents are far less optimistic that police will catch someone under the influence of stimulants (38%) or opioids (35%). Only 22% of respondents think it is likely that police will catch someone who is under the influence of cannabis.

Graph 46: Likelihood of Getting Caught Driving under Influence



Q37a-e: “How likely do you think it is that the police will catch someone who is driving under the influence of ..?”

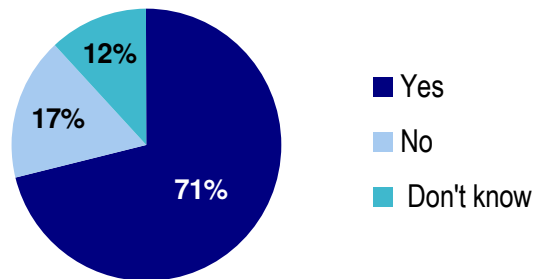
Base: n=2192

- Younger Canadians aged 16-24 are more likely than those 25 and over to believe police will catch someone under the influence of a combination of cannabis and alcohol (69%), alcohol (68%), stimulants (54%), or opioids (44%). Those aged 65 and over are apt to believe it is likely the police will catch someone driving under the influence of cannabis alone (29%).

Authorized Cannabis Retailers

Just under three in four (71%) respondents believe that legal cannabis products can only be sold through retailers authorized by a provincial or territorial government. Less than one in five (17%) perceive this is not true, and 12% are unsure.

Graph 47: Authorized Retailers



Q38: “As far as you know, are legal cannabis products only sold through retailers authorized by your provincial or territorial government?”

Base: n=2192

- Respondents aged 16-24 (22%) are more likely than older counterparts to say this is not true.
- Those in Quebec (24%) are more likely than those in other regions to say this is not true; particularly compared to Alberta (12%) and Ontario (14%).

APPENDICES

A. METHODOLOGICAL DETAILS

Sample Source

The survey sample was drawn from our randomly recruited panel *Probit*. *Probit* panellists were selected using a random-digit dial (RDD) landline-cell phone hybrid sample frame. This is the same sample frame and sampling process used to conduct telephone surveys, which are considered to be representative of the population⁵. Once selected, they are contacted and recruited by telephone and asked to complete a basic profile (i.e. base survey instrument) including a range of demographic information about themselves. They are also asked if they would prefer to complete surveys online or by telephone. All sample members are eligible to participate, including those with cell phones only, those with no Internet access and those who simply prefer to respond by telephone rather than online. This panel represents a fully representative sample of Canadians, from which we can draw random samples and collect data in a more cost conscious and timely manner than would otherwise be possible in a traditional telephone survey. This panel of more than 120,000 individuals can be considered representative of the general public in Canada (meaning that the incidence of a given target population within our panel very closely resembles the public at large) and margins of error can be applied.

Testing and Administration

Prior to conducting the survey, the instrument was tested with 21 cases in English and 14 cases in French. Additional questions were placed on the pretest version of the questionnaire asking about length, flow, clarity of wording and so on to elicit feedback from respondents. Minimal changes were made as a result of the testing, although a few questions were removed in order to stay within the intended survey length.

The survey was administered between January 8 and 24, 2022, using a bilingual questionnaire, installed on a secure web-server controlled by EKOS. The email invitation included a description and purpose of the survey (in both languages) along with a link to the survey website. The survey database was mounted using a Personalized Identification Number (PIN), so only individuals with a PIN were allowed access to the survey (the PIN was included in the email invitation). The

⁵ Canadian Internet Use, Statistics Canada.

questionnaire was prefaced with a brief introduction to the study and rationale for the research. The voluntary and confidential nature of the survey was also emphasized. Survey data collection adhered to all applicable industry standards. All invited panel members were informed of their rights under current Privacy legislation, as well as how to obtain a copy of their response and results of the survey.

As shown below the average response rate overall across the 8,004 cases is 28.4%. It is 27.2% among Probit ample members who completed the survey online. A total of 6561 records were sampled to receive an email invitation to the survey, of which 12 bounced as undeliverable, leaving a valid sample of 6,549. Of these records, 1,766 were completed and 15 were found to be out of scope (i.e., ineligible) or a quota was filled. These two combined (1,766 plus 15) are divided by the valid sample of 6,5437 to obtain the 27.2% response rate.

The response rate is 34.3% across cases completed by telephone, is based on 436 completed or ineligible divided by the valid sample of 1,271 as noted in the table below.

Table 2: Response Rates

Outcome	Online	Telephone
Total	6,561	1,443
Invalid	12	172
Valid Sample	6,549	1,271
Non-responding	4,484	626
Refusal	52	200
Partial complete	132	9
Total non-response	4,668	835
Ineligible/quota filled	15	10
Complete	1,766	426
Response rate	27.2%	34.3%

Respondents were informed in the invitation that all responses are completely confidential and no responses will be linked to individual names.

The database was reviewed following data collection for data quality, outliers, coding requirements, weighting and construction of independent variables, and was used to explore sub-group patterns (e.g., by age, gender and so on) in the analysis. Weighting of the sample was based on population parameters according to the latest Census on age, gender and region of the country.

Sample Characteristics

The following table presents a sample profile for the survey. This includes demographic characteristics related to employment, education, income, cultural attributes, language, age and region. Each is presented for the full sample of 2,192 Canadians.

Table 3: Demographic Table

Total	2022	2020	2017
<i>Age (unweighted)</i>	<i>2192</i>	<i>2024</i>	<i>2132</i>
<25	18%	21%	20%
25-34	9%	6%	10%
35-44	16%	16%	14%
45-54	18%	18%	24%
55-64	17%	17%	18%
65 +	21%	21%	15%
<i>Are you the parent or legal guardian of any children currently living in the household? If so, how many?</i>	<i>2192</i>	<i>2024</i>	<i>2132</i>
Yes	33%	35%	36%
No	66%	64%	76%
No response	1%	0%	1%
<i>What are the ages of children in the home?</i>	<i>2192</i>	<i>751</i>	<i>836</i>
Under 5	17%	21%	24%
6 to 12	33%	31%	35%
13 to 15	24%	22%	22%
16 to 18	28%	27%	26%
19 to 24	34%	32%	30%
25 or older	12%	11%	11%
<i>Education (unweighted)</i>	<i>2192</i>	<i>2024</i>	<i>2132</i>
Grade 8 or less	1%	1%	1%
Some high school	5%	7%	1%
High school diploma or equivalent	35%	32%	20%
Registered Apprenticeship or other trades certificate or diploma	6%	6%	5%
College, CEGEP or other non-university certificate or diploma	22%	21%	20%

Total	2022	2020	2017
University certificate or diploma below bachelors level	7%	8%	8%
Bachelor's degree	14%	14%	26%
Post graduate degree above bachelor's level	9%	9%	15%
No response	1%	0%	1%
Total household income	2177	2005	2115
Under \$20,000	6%	6%	9%
\$20,000 to just under \$40,000	11%	11%	11%
\$40,000 to just under \$60,000	12%	12%	15%
\$60,000 to just under \$80,000	13%	13%	12%
\$80,000 to just under \$100,000	11%	13%	14%
\$100,000 to just under \$120,000	10%	10%	10%
\$120,000 to just under \$150,000	9%	10%	7%
\$150,000 and above	15%	14%	11%
No response	13%	12%	12%
Were you born in Canada?	2192	2024	2132
Yes	87%	89%	88%
No	13%	11%	12%
Language most often spoken at home	2192	2024	2132
English	78%	79%	78%
French	20%	22%	23%
Other	6%	3%	3%
Gender (unweighted)	2192	2024	2132
Male	48%	48%	48%
Female	50%	51%	51%
Other	1%	1%	0%
No response	1%	1%	1%
Region	2192	2024	2132
British Columbia	13%	14%	15%
Alberta	11%	11%	11%
Saskatchewan & Manitoba	7%	7%	6%
Ontario	38%	38%	37%
Quebec	23%	23%	22%
Atlantic	7%	7%	9%

The sample over represents those with post secondary education, including 36% with a university level of education compared with 23% in the population, and under represents those with high school/elementary or college levels of education. This is partially driven by the oversample of younger Canadians. There are fewer Canadians born outside of Canada represented in the sample (13%) than found in the population (25%).

B. SURVEY QUESTIONNAIRE (ENGLISH)

ENG (Email)

EKOS Survey Invitation on Cannabis use | Invitation d'un sondage EKOS sur la consommation de Cannabis

(La version française du message suit)

Dear member of the Probit research panel,

EKOS Research Associates has been commissioned by the Government of Canada to conduct a survey with the Canadian public to assess the knowledge, attitudes and behaviours of Canadians when it comes to cannabis. Our goal is to obtain the most unbiased and candid answers possible to help inform policy decisions, create communication and informational materials, and measure changes in attitudes and behaviour over time.

This survey is registered with the Canadian Research Insights Council's (CRIC) Research Verification Service. It is important to note that all of your responses will remain strictly confidential. Your personal information will not in any way be associated with any of the answers that you provide in the data that we report back to the Government of Canada. Your answers will be combined along with those of thousands of other Canadians. No personally identifying information associated with the survey responses will be shared or stored in any fashion.

To begin the survey, click on the link below.

You can stop the survey at any time. For any questions on the survey and any technical difficulties, please contact Jérémie Blanc, with EKOS Research Associates, at jblanc@ekos.com, or contact EKOS Research Associates at online@ekos.com.

Thank you in advance for your participation in this study.

EKOS Research Associates

WINTRO

Online Intro

Thank you for agreeing to complete this survey. All your responses will be kept strictly confidential.

[Click here](#) if you wish to verify the authenticity of this survey, followed by project code 20220104-EK933. To view our privacy policy, [click here](#).

The personal information you provide is collected in accordance with the Privacy Act in accordance with the Treasury Board Directive on Privacy Practices. We only collect the information we need to conduct the research project. In addition to protecting your personal information, the Privacy Act gives you the right to request access to and correction of your personal information.

A few reminders before beginning...

On each screen, after selecting your answer, click on the "Continue" button at the bottom of the screen to move forward in the questionnaire. If you leave the survey before completing it, you can return to the survey URL later, and you will be returned to the page where you left off. Your answers up to that point in the survey will be saved. For any questions on the survey and any technical difficulties, please contact Jérémie Blanc, with EKOS Research Associates, at

jblanc@ekos.com, or contact EKOS Research Associates at online@ekos.com. Thank you in advance for your participation.

QAGEA

Some questions in this survey are intended for specific age groups. For the purposes of the survey, what year were you born in?

<QAGE: [Phone version](If 2006 or later, thank and terminate)>

2006 or later	98
Year :	77
No response	99

QAGEX

If 2005, confirm if at least 16

Are you at least 16 years of age?

Yes	1
No	2
No response	99

QAGEY

Hesitant

May we place your age into one of the following general age categories?

Under 16	98
16-19 years	1
20-24 years	2
25-34 years	3
35-44 years	4
45-54 years	5
55-64 years	6
65-74 years	7
75 years or older	8
No response	99

QCHILD

16 or older

A few questions in the survey are also intended for parents. Are you the parent or legal guardian of any children currently living in the household? If so, how many?

Yes (please enter number of children) :	1
No	2
No response	9

QCHILDA [1,6]

Parents, QCHILD

What are the ages of children in the home?

Select all that apply

Under 5	1
5 to 12	2
13 to 15	3

16 to 18	4
19 to 24	5
25 or older	6
No response	9

PREQ1A

What are your top three concerns when it comes to road safety?

Select primary concern and other concerns - up to 2

Q1AA

Primary concern	
Distracted driving	1
Non-licensed or underage driving	2
Driving under the influence of alcohol	3
Aggressive driving	4
Other (Please specify) :	77
Don't know	98
No response	99

Q1AB [0,2]

Other concerns	
Distracted driving	1
Non-licensed or underage driving	2
Driving under the influence of alcohol	3
Aggressive driving	4
Other (Please specify) :	77
Don't know	98
No response	99

PREQ1B

What are your top three concerns when it comes to road safety?

Select primary concern and other concerns - up to 2

Q1BA

Primary concern	
Distracted driving	1
Non-licensed or underage driving	2
Driving under the influence of cannabis	3
Aggressive driving	4
Other (Please specify) :	77
Don't know	98
No response	99

Q1BB [0,2]

Other concerns	
Distracted driving	1
Non-licensed or underage driving	2
Driving under the influence of cannabis	3
Aggressive driving	4
Other (Please specify) :	77
Don't know	98

No response 99

PREQ1C

What are your top three concerns when it comes to road safety?

Select primary concern and other concerns - up to 2

Q1CA

Primary concern	
Distracted driving	1
Non-licensed or underage driving	2
Driving under the influence of prescription drugs	3
Aggressive driving	4
Other (Please specify) :	77
Don't know	98
No response	99

Q1CB [0,2]

Other concerns	
Distracted driving	1
Non-licensed or underage driving	2
Driving under the influence of prescription drugs	3
Aggressive driving	4
Other (Please specify) :	77
Don't know	98
No response	99

PQ2

This survey focuses on driving under the influence of cannabis (also sometimes called marijuana, pot, or weed) used for recreational purposes. *That is, use for the purposes of getting high and/or for pleasure and not for the treatment of disease or illness or helping with symptoms associated with disease or illness.* To what extent do you agree or disagree with the following statements. <Q7_1: [Phone version] You can answer with strongly disagree, somewhat disagree, neither agree nor disagree, somewhat agree or strongly agree.>

Q2A

Using cannabis impairs one's ability to drive or operate a vehicle.	
Strongly disagree	1
Somewhat disagree	2
Neither agree nor disagree	3
Somewhat agree	4
Strongly agree	5
Don't know/ No response	99

Q2B

Drinking alcohol impairs one's ability to drive or operate a vehicle.	
Strongly disagree	1
Somewhat disagree	2
Neither agree nor disagree	3
Somewhat agree	4
Strongly agree	5
Don't know/ No response	99

Q2C

People often **don't** realize that they are impaired from using cannabis.

Strongly disagree	1
Somewhat disagree	2
Neither agree nor disagree	3
Somewhat agree	4
Strongly agree	5
Don't know/ No response	99

PQ3

Please indicate if each one of the following is true or false from what you know.

Q3A

Driving under the influence of cannabis is less dangerous than driving under the influence of alcohol.

True	1
False	2
Don't know/ No response	99

Q3B

Driving while under the influence of cannabis is **more** socially acceptable than driving under the influence of alcohol.

True	1
False	2
Don't know/ No response	99

Q3C

It is very obvious and easy to see if someone is too high to drive.

True	1
False	2
Don't know/ No response	99

Q3D

Driving under the influence of cannabis and alcohol together is more dangerous than driving under the influence of either cannabis or alcohol alone.

True	1
False	2
Don't know/ No response	99

Q3F

Different forms of cannabis consumption (i.e. smoking, edibles, etc.) can affect driving differently.

True	1
False	2
Don't know/ No response	99

Q4 [1,5]

From what you know, in what way(s) does cannabis affect driving ability?

Select all that apply.

Does not change ability at all	1
Makes you a more careful driver (e.g., more accurate behaviour and decisions like speed, following distance, steering)	2
Reduces reaction time and ability to concentrate	3

Makes you a worse driver (e.g., less accurate behaviour and decisions like speed, following distance, steering)	4
Other (Please specify) :	77
Don't know	98
No response	99

Q5

Since recreational use of cannabis became legal in Canada, do you think that the rate of driving while under the influence of cannabis has decreased, increased or stayed the same?

Decreased a lot	1
Decreased a little	2
Stayed the same	3
Increased a little	4
Increased a lot	5
Don't know	98
No response	99

Q6

How concerned are you about others on the road who are driving under the influence of cannabis?
<Q6_1: [Phone version]You can answer with not at all concerned, not very concerned, moderately concerned, concerned or very concerned.>

Not at all concerned	1
Not very concerned	2
Moderately concerned	3
Concerned	4
Very concerned	5
Don't know/ No response	98

Q7

Have you ever looked for information on the effects of drugs on driving ability?

Yes	1
No	2
Don't know/ No response	98

Q8 [1,8]

If you were to **speak with someone** to get information on the effects of drugs on driving ability, who would you be most likely to speak with?

<Q8_2: [Phone version]Do not read list>

AQAGEA = 1997-2005 or QAGEY = 1,2 or QAGEX = 1

Your parents	1
Friend	2
Doctors/health professional/nurse/hospital/health clinic	3
Law enforcement (e.g., police officers)	4
Teachers/counsellors/social worker	5
<Q8_1: [AQAGEA = 1997-2005 or QAGEY = 1,2 or QAGEX = 1]Other family[ELSE]Family>	6
QCHILD = 1	
Other parents	7
Other (Please specify) :	77
Don't know	98

No response

99

Q9 [1,9]

If you were to look for information **online** on the effects of drugs on driving ability, where would you most likely look for reliable information?

<Q8_2: [Phone version]Do not read list>

Online/the internet generally	1
Government of Canada website	2
Provincial/Municipal/local government website	3
Police organizations (website, police station, police associations)	4
Legal community	5
Cannabis industry/community	6
Not-for-profit groups such as Mothers Against Drunk Driving (MADD) Canada	7
Driving associations such as the Canadian Automobile Association (CAA) or driving training/schools	8
Other (Please specify) :	77
Don't know	98
No response	99

Q10 [1,8]

What information, if any, would you want to know about the risks and effects of driving after using drugs?

Select all that apply. <Q9_2: [Phone version]Read each one and get yes/no for each.>

Effects of cannabis on driving ability	1
How to talk with your <Q9_1: [AQAGE = 12-24 or QAGEY = 1,2 or QAGEX = 1]parents[ELSE]teens> about drugs	2
The law and penalties of driving after using drugs	3
Length of time before it is safe to drive after using drugs	4
How the police tests for drugs usage	5
My rights as a driver if pulled over	6
Effects of different forms of cannabis consumption	7
Other (Please specify) :	77
I have no interest/need for information	97
Don't know	98
No response	99

Q10A

To what extent would you say that you have enough trustworthy information to make informed decisions about the risks of driving while under the influence of drugs, including cannabis. <RQ10: [Phone version]Please answer on a five point scale where 1 is not at all, 3 is moderately and 5 is completely.>

1 Not at all	1
2	2
3 Moderately	3
4	4
5 Completely	5
Don't know	98
No response	99

Q10B

To what extent would you say that you have enough trustworthy Canadian information to make informed decisions about the risks of driving while under the influence of drugs, including cannabis. <RQ10: [Phone version]Please answer on a five point scale where 1 is not at all, 3 is moderately and 5 is completely.>

1 Not at all	1
2	2
3 Moderately	3
4	4
5 Completely	5
Don't know	98
No response	99

Q11

This following section is about cannabis use. Use includes smoking, inhaling, eating or applying products that contain cannabis, also called pot, weed or marijuana. As far as you know, have people close to you (e.g., friends or family) ever used cannabis?

Yes	1
No	2
Don't know	98
No response	99

Q12

Have you ever used cannabis?

(Remember that the survey results are completely confidential and will not be linked to personal identity)

Yes	1
No	2
No response	99

Q13

If used cannabis, Q12

Have you used cannabis in the past 12 months?

Yes	1
No	2
No response	99

Q14

How acceptable is it for people you know to drive while under the influence of cannabis? <Q11_1: [Phone version]You can answer with not at all acceptable, not very acceptable, moderately acceptable, acceptable or very acceptable.>

Not at all acceptable	1
Not very acceptable	2
Moderately acceptable	3
Acceptable	4
Very acceptable	5
No response	99

Q15 [1,3]

What would be your biggest concern with driving while under the influence of cannabis, if you were to do so?

(Select up to 3 responses) <Q13_1: [Phone version]I'll read the list slowly and you can tell me when we get to a major concern for you>

Getting caught by police	1
Having a permanent criminal record, possibly affecting employment or international travel	2
Getting into an accident	3
Hurting, paralyzing or killing someone else	5
Family or peer judgment	6
Damage to property	7
Having significantly increased insurance premiums	8
Getting hurt in an accident	9
Becoming paralyzed from an accident	10
Getting killed in an accident	11
No concerns	97
Other (Please specify) :	77
Don't know/ No response	98

Q16

If used cannabis, Q12

Have you ever driven or operated a vehicle while under the influence of cannabis?

Yes	1
No	2
No response	99

Q17

What was behind your decision?

I did not feel impaired	1
I did not believe I would be caught by law enforcement/the police	2
I did not have alternative transportation	3
I thought I could drive carefully	4
I did not have to drive very far	5
Other (Please specify) :	77
Don't know	98
No response	99

Q18

As far as you know, how common is it for people you know (e.g., friends, family, work colleagues) to drive while under the influence of cannabis? <Q10_1: [Phone version]You can answer with very rare, not very common, moderately common, common or very common.>

Very rare	1
Not very common	2
Moderately common	3
Common	4
Very common	5
Don't know	98
No response	99

Q19

Have you ever been a passenger in a vehicle when the driver was under the influence of cannabis?

Yes	1
No	2
Don't know	98
No response	99

Q20

How likely would you be to accept a ride from someone who you knew was under the influence of cannabis? <Q12_1: [Phone version]You can answer with not at all likely, not very likely, moderately likely, likely, very likely.>

Not at all likely	1
Not very likely	2
Moderately likely	3
Likely	4
Very likely	5
Don't know	98
No response	99

Q21 [1,3]

If you were a passenger in a vehicle where the driver was under the influence of cannabis, what concerns, if any, would you have?

(Select up to 3) <Q13_1: [Phone version]I'll read the list slowly and you can tell me when we get to a major concern for you>

Getting caught by police	1
Having a permanent criminal record, possibly affecting employment or international travel	2
Getting hurt in an accident	3
Becoming paralyzed from an accident	4
Getting killed in an accident	5
Hurting, paralyzing or killing someone else	6
Family or peer judgment	7
Damage to property	8
Having significantly increased insurance premiums	9
No concerns	10
Other (Please specify) :	77
Don't know	98
No response	99

Q22

How comfortable would you be trying to stop a friend or family member from **driving** if you thought that they were impaired after using cannabis? <RQ22: [Phone version]Would you say not at all comfortable, not very comfortable, moderately comfortable, comfortable or very comfortable?>

Not at all comfortable	1
Not very comfortable	2
Moderately comfortable	3
Comfortable	4
Very comfortable	5
Don't know	98

No response

99

Q23

How comfortable would you be trying to stop a friend or family member from **accepting a ride** from a driver who you thought was impaired after using cannabis? <RQ22: [Phone version]Would you say not at all comfortable, not very comfortable, moderately comfortable, comfortable or very comfortable?>

Not at all comfortable	1
Not very comfortable	2
Moderately comfortable	3
Comfortable	4
Very comfortable	5
Don't know	98
No response	99

Q24

How comfortable would you be in reporting to the police, if you knew that someone was driving impaired after using cannabis? <RQ22: [Phone version]Would you say not at all comfortable, not very comfortable, moderately comfortable, comfortable or very comfortable?>

Not at all comfortable	1
Not very comfortable	2
Moderately comfortable	3
Comfortable	4
Very comfortable	5
Don't know	98
No response	99

Q25

Under 25 only

Have you discussed driving while under the influence of cannabis with your parent or guardian?

Yes	1
No	2
No response	99

Q26

Parents of children 13+ only

As far as you know, has your child ever used cannabis?

Yes	1
No	2
Don't know	98
No response	99

Q27

Parents of kids 16 or older

As far as you know, has your child ever driven a vehicle while under the influence of cannabis?

Yes	1
No	2
Don't know	98

No response 99

Q28

Parents of children 13+ only

As far as you know, has your child ever accepted a ride with a driver who was under the influence of cannabis?

Yes	1
No	2
Don't know	98
No response	99

Q29

Parents of youth 16-24 only

Have you discussed driving while under the influence of cannabis with your son or daughter?

Yes	1
No	2
No response	99

Q30 [1,6]

Parents of youth 16-24 only and has discussed cannabis, Q29

What have you discussed?

<Q8_2: [Phone version]Do not read list>

[Phone version]

The effects on driving ability 1

[Phone version]

The legal consequences 2

[Phone version]

Not accepting a ride from someone who is under the influence 3

[Phone version]

Peer pressure or situations of not driving or accepting a ride 4

[Phone version]

Solutions or alternatives (i.e., back up plan) to avoid these situations 5

<RQ30: [Phone version]Other (Please specify) :[ELSE]Please specify:> 77

No response 99

Q31

As far as you know, is it currently legal to drive while under the influence of cannabis in Canada?

Yes	1
No	2
Don't know	98
No response	99

Q33

As far as you know, how long after using cannabis is it safe to drive a vehicle?

<PQ16_1: [Phone version](Prompt as needed.)>

Right away	1
Within one hour	2
Between 1 and 2 hours	3
Between 2 to 3 hours	4
At least three or more hours afterward	5
After a night of sleep	6
Whenever the person feels like the effect is gone	7
Other (Please specify) :	77
Don't know	98
No response	99

Q34

As far as you know, can the police detect impairment from cannabis among drivers?

Yes	1
No	2
Don't know	98
No response	99

Q35

Are the penalties for driving while impaired from cannabis less strict, the same, or more strict than they are for impairment from alcohol?

Less strict than alcohol	1
The same as alcohol	2
More strict than alcohol	3
Don't know	98
No response	99

Q35B

Currently, an individual may face monetary fines or jail terms for breaking Canadian cannabis laws. How aware would you say you are of the laws around cannabis, and the legal consequences of breaking cannabis laws?

Not at all aware	1
Not very aware	2
Somewhat aware	3
Aware	4
Completely aware	5
Don't know	98
No response	99

Q36A

Currently, drug-impaired driving carries a \$1,000 dollar fine and loss of license for 12 months. It may also include jail time of up to 18 months, as well as a permanent criminal record. Where an accident results in harm or death the sentence can be up to 10 years in prison. How aware were you of the legal consequences of drug impaired driving before now?

Not at all aware	1
Not very aware	2
Somewhat aware	3
Aware	4
Completely aware	5
Don't know	98
No response	99

Q36B

Do you think that these penalties are strict enough to prevent people from driving while under the influence of cannabis?

Yes	1
No	2
Don't know	98
No response	99

PREQ37

How likely do you think it is that the police will catch someone who is driving under the influence of...

Q37A

Cannabis	
Not at all likely 1	1
2	2
Moderately likely 3	3
4	4
Very likely 5	5
Don't know	98
No response	99

Q37B

Alcohol	
Not at all likely 1	1
2	2
Moderately likely 3	3
4	4
Very likely 5	5
Don't know	98
No response	99

Q37C

Stimulants (methamphetamine, cocaine, etc.)	
Not at all likely 1	1
2	2
Moderately likely 3	3

4	4
Very likely 5	5
Don't know	98
No response	99

Q37D

Opioids	
Not at all likely 1	1
2	2
Moderately likely 3	3
4	4
Very likely 5	5
Don't know	98
No response	99

Q37E

A combination of cannabis and alcohol	
Not at all likely 1	1
2	2
Moderately likely 3	3
4	4
Very likely 5	5
Don't know	98
No response	99

Q13B

The next questions explore the cannabis market more broadly. Remember that the survey results are completely confidential. You indicated earlier that you have used cannabis in the last 12 months. From whom did you usually buy or receive the cannabis?

I grew my own	1
It was specifically grown for me	2
From a legal storefront	3
From a legal online source (Health Canada licensed producer, provincial regulated retailer)	4
From an illegal storefront	5
From an illegal online source	6
It was shared around a group of friends	7
From a family member	8
From a friend	9
From an acquaintance	10
From a dealer	11
Other (specify)	77
Don't know	98
No response/Prefer not to say	99

Q13C

Which factor(s) **most** influence you to obtain the cannabis you use from <RQ13C: [Q13B = 3,4]a legal source[ELSE]this/these source(s)>?

Price	1
Quality/safety	2
Convenience (e.g., hours of operation, delivery)	3

Proximity to a legal storefront	4
Availability of specific product type (e.g., edibles)	5
Access to a specific strain/variety	6
Inability to purchase from a legal source online (e.g. limited internet access, no credit card, etc.)	7
Anonymity/privacy	8
Other reason (specify)	77
Don't know	98
No response	99

Q38

As far as you know, are legal cannabis products only sold through retailers authorized by your provincial or territorial government?

Yes	1
No	2
Don't know	98
No response	99

Q39

How confident are you that you can determine if a cannabis product is legal?

Not at all confident 1	1
2	2
Somewhat confident 3	3
4	4
Very confident 5	5
Don't know	98
No response	99

DEMIN

These last questions are for statistical purposes and we remind you that all your answers are completely confidential.

D1

What is the highest level of formal education that you have completed to date?

Grade 8 or less	1
Some high school	2
High school diploma or equivalent	3
Registered Apprenticeship or other trades certificate or diploma	4
College, CEGEP or other non-university certificate or diploma	5
University certificate or diploma below bachelors level	6
Bachelor's degree	7
Post graduate degree above bachelor's level	8
No response	99

D2

If 18 or older

Which of the following categories best describes your total household income? That is, the total income of all persons in your household, before taxes?

Under \$20,000	1
\$20,000 to just under \$40,000	2

\$40,000 to just under \$60,000	3
\$60,000 to just under \$80,000	4
\$80,000 to just under \$100,000	5
\$100,000 to just under \$120,000	6
\$120,000 to just under \$150,000	7
\$150,000 and above	8
No response	99

D3

Were you born in Canada?

Yes	1
No	2
No response	9

D4 [1,3]

What is the language you speak most often at home?

(select all that apply)

English	1
French	2
Other (please specify)	77
No response	99

D5

What are the first 3 digits of your postal code?

Please specify :	1
No response	9

QGENDR

<QGENDR: [Phone version]DO NOT ASK - INTERVIEWER RECORD GENDER[ELSE]Are you...?>

Male	1
Female	2
Other, please specify :	3
No response	9

THNK

Those are all the questions we have for you. Thank you very much for taking the time to complete this survey, it is greatly appreciated. Your answers have been saved and you may now close your browser window.

THNK2

Screened-out

Unfortunately, based on your responses you are ineligible to participate in this survey. Thank you for your time!