

FACT SHEET

Date: June 14, 2024

Draft: FINAL

TOPIC:

Driver Medical Examination Reports (DMER) - Driver Medical Fitness

TARGET AUDIENCE:

MLAs, citizens

ISSUE:

RoadSafetyBC fields a lot of questions and concerns regarding DMERs – who gets DMERs, how often and why, fee structure, physician shortage, etc.

MESSAGING:

General information

- RoadSafetyBC's goal is to allow people to drive as long as is safely possible.
- The Superintendent of Motor Vehicles is responsible for assessing drivers of all ages and making driver fitness decisions. The primary tool used for this assessment is the Driver Medical Examination Report (DMER), completed by the driver's medical practitioner. It helps assess the severity, progression, treatment, or effects of any medical condition(s) that the driver may have that could affect their fitness to drive.
- There are three main categories where a DMER is required: commercial drivers (including taxi and ride hailing, such as Uber and Lyft); drivers aged 80, 85, 87 and every 2 years thereafter; and, for drivers with known or suspected medical conditions.
- To support a consistent approach to driver fitness across the country, RoadSafetyBC has adopted the Canadian Council of Motor Transport Administrators (CCMTA) Medical Standards. The guidelines help the Superintendent better assess the effects that a medical condition has on the driver's cognitive, sensory and motor functions necessary for driving and to make appropriate licensing decisions.
- The link to the BC Specific Guidelines is: [Part 3: Canadian Council of Motor Transport Administrators Medical Standards with B.C. Specific Guidelines - Province of British Columbia \(gov.bc.ca\)](#).

Forms (includes colour)

- The colour of the form indicates the type of DMER required. Drivers requiring an age-based or commercial DMER are issued a yellow form, while drivers who have known or suspected medical conditions that require a follow-up assessment according to medical standards are issued a blue form.

- To obtain a replacement DMER form, drivers can go to any Insurance Corporation of British Columbia (ICBC) Driver Licensing Office (DLO), where they will print one at no charge. Drivers can find the nearest DLO via a tool on ICBC's website, [here](#).

Suggested Language – Aged based fees and form colour

- When a person attends an Insurance Corporation of British Columbia (ICBC) Driver Licensing Office (DLO) to apply for, renew, or replace a driver's licence, they are asked if they have any medical conditions. ICBC will review the DMER issuance guidelines and determine if a medical condition warrants a blue DMER being issued.
- If a person who is turning 80 has not declared a medical condition during a previous visit to an ICBC DLO, they will be issued a yellow form to be used for screening for medical conditions that may affect driving. If at that time a medical condition is identified that requires a follow up, a blue DMER may be issued for that condition in future.

Age-based DMERs

- While age is not necessarily indicative of driver behaviour or competence, the presence of a medical condition or certain medications can significantly affect an individual's safe driving ability, and health problems tend to manifest themselves, or become worse, as we age.
- In the spring of 2023, RoadSafetyBC updated the requirement for age-based DMERs with a new age-based interval as follows: age 80, 85, and every two years thereafter. The 2023 DMER policy change was based on evidence that there was no significant increase in the number of collisions for drivers between the ages of 80 and 85.
- The Province of BC's requirement to assess drivers' medical fitness starting at age 80 is consistent with the Canadian Council of Motor Transport Administrators (CCMTA) medical standard for drivers which most Canadian jurisdictions follow. Additionally, a BC Human Rights Tribunal decision confirmed that RoadSafetyBC's policy to require DMERs at age 80 and thereafter is not discriminatory but is required in order for drivers to provide information to demonstrate that they have no medical impediments to safe driving.

Fees (See end for simplified version)

- The fees that doctors and nurse practitioners charge patients for completing DMERs are not set by government (specifically the Ministry of Health), but by the individual medical practices, often following the recommendations of the Doctors of BC Fee Guide for Uninsured Services ([DoBC Fee Guide](#)).
- Individuals who are required to have an age-based or commercial DMER completed are responsible for the costs. Doctors are not able to bill MSP for age-based and commercial driver DMERs as these types of DMERs are considered an administrative requirement of a third party and are not considered a benefit under the *Medicare Protection Act*. Only medically necessary services may be covered under the Medical Services Plan (MSP). Doctors are able to bill the Medical Services Plan (MSP) \$75.00 for completing an assessment for known/suspected medical conditions (blue form). RoadSafetyBC reimburses the MSP for these \$75 examination cost.

- Nurse practitioners are not currently able to directly bill MSP for completing blue DMERs (known or suspected medical condition). Nurse practitioners may be able to bill MSP through the physician's office, depending on the contract they have with the clinic. If a nurse practitioner is unable to bill MSP through the physician's office, the driver will pay the entire DMER cost up front and the driver can then request reimbursement of \$75.00 directly from RoadSafetyBC. Any cost the clinic charges above the \$75.00 is the responsibility of the driver.
- Neither the Ministry of Health nor RoadSafetyBC have the authority to direct private medical offices to lower or waive their fees for the services under these circumstances. While fees can vary, it continues to be the case that Doctors of BC recommends that doctors reduce or waive the DMER fee for patients who are experiencing economic hardship.
- The responsibility for all prescribed fees and related expenses to maintain a driver's licence are the responsibility of the driver.
- ICBC's Basic insurance rates are regulated by the BC Utilities Commission. ICBC is not authorized to pay driver's costs from insurance premiums. Were ICBC required to pay for costs associated with DMERS or other driver related costs, these costs would need to be reflected in increased Basic insurance premiums.

Alternative language:

- DMERs are not considered a benefit under the Medicare Protection Act and, therefore, the costs cannot be covered under the Medical Services Plan. This means that individuals are responsible for the costs. The fees patients are charged for completing DMERs are not set by government (specifically the Ministry of Health), but by the individual medical practices, often following the recommendations of the Doctors of BC Fee Guide for Uninsured Services (DoBC Fee Guide).

Shortage of Doctors (& Extensions)

- A DMER may be completed by a medical practitioner (doctor or Nurse Practitioner). For individuals without a doctor or nurse practitioner, options to complete your DMER include attending a walk-in clinic, or using telehealth services. It is recommended that drivers have a list of their medications, and any medical records they may have, with them to their appointment if they are seeing a medical practitioner who is not familiar with their care.
- Drivers looking for information about a family doctor should contact HealthLink BC by dialing 8-1-1. HealthLink BC will work with them to determine if there is a physician attachment service in their community or provide information on the Physician Directory.
- As some drivers may be experiencing difficulty getting their DMER completed, the timeframes for compliance have been extended to upwards of six months. Drivers are made aware of this extension, via writing, along with their DMER. This extension has been in place since 2020, in response to the pandemic and has remained in place in response to the physician shortage.
- If required, drivers may request a one-time 30-day extension, beyond the already extended timeframe provided, by calling RoadSafetyBC toll-free at 1-855-387-7747

(250-387-7747 in Victoria) or call with a confirmed appointment date to allow a further extension to accommodate their appointment.

Delays in Decisions

- Please refer to “Delays in Decisions – Driver Medical Fitness” factsheet

FACT SHEET

Date: July 8, 2024

Draft: FINAL

TOPIC:

Interprovincial traffic violations

TARGET AUDIENCE:

MLAs, citizens

ISSUE:

RoadSafetyBC receives inquiries about interprovincial traffic violations.

MESSAGING:

- Keeping roads safe is a top priority for the BC Government. The priority of RoadSafetyBC is to ensure roads are safe for all road users and to get British Columbians home safe every day.
- In 2016, British Columbia and all other provinces and territories signed the [Canadian Driver Licence Agreement](#) (CDLA), which replaced the Canadian Driver Licence Compact (CDLC). The CDLA seeks to strengthen cooperation among all provinces and territories, to harmonize the issuance of Driver Licences, and to improve highway safety in each jurisdiction. The CDLA builds on the original CDLC, and incorporates additional road safety related conviction information, as well as additional security elements. Under the CDLA, each jurisdiction can import ticket and conviction information for other jurisdictions to access for administrative purposes.
- Each province/territory makes their own determination as to whether or not they import ticket and conviction information for other jurisdictions to access and whether or not they download the information for their own drivers. Criminal Code convictions sent to BC from other provinces will appear on a BC driver's record no matter where the offence occurred in Canada, or if the offender was driving out of province from where their driver's licence is held. BC driving convictions are available to other Canadian jurisdictions should they choose to access the driver profile transaction in the Interprovincial Record Exchange.
- The Superintendent of Motor Vehicles has the authority to take action on any driver on BC roads, whether the person holds a BC driver's licence or not. If the Superintendent issues a driving prohibition on an out of province driver, the prohibition would come into effect if the driver were pulled over on a future visit to BC, or if they were to move to BC and attempt to obtain a BC Drivers' licence.
- Police across the province are conducting enhanced enforcement to educate the driving public and target high risk driving behaviors, including out of province drivers. Please see our "Enhanced Traffic Enforcement Program (ETEP)" factsheet for more information.

If asked if BC has implemented Article 4 of the CDLA (mechanism to access ticket and conviction information from other jurisdictions, and apply sanctions if Article 4 has been implemented):

- Both system upgrades and policy changes are required before B.C. would be able to consider implementing Article 4.