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Building *Nunavut* Together
Nunavut liuqatigiingniq
Bâtir le *Nunavut* ensemble



2024 Traffic Safety Act Annual Report

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Department of Community Services
Nunalingni Pivikhaqautikkut Havagvia
Ministère des Services communautaires

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Message from the Minister

I am pleased to present the Government of Nunavut's *Traffic Safety Act* Annual Report. This report has been prepared by the Department of Community Services in accordance with section 328.1 (1–3) of the *Traffic Safety Act* and presents data from January 1– December 31, 2024.

Over the past year, we have made important progress in improving motor vehicle services for Nunavummiut. Most communities are now “online,” meaning their local Government Liaison Office or Motor Vehicles office can connect directly to our central system. This has made it possible to process applications more quickly and reliably, helping residents get the services they need without long delays. For example, in Arviat, where online processing was introduced in 2023, service turnaround times have dramatically improved with 481 applications processed within 30 days in 2024.

Across the territory, 92% of all driver's licence and general identification card requests were processed within 30 days. This level of performance is a testament to the dedication of departmental staff and the strength of our systems. As the Department continues to expand online services and increase the number of trained examiners, we remain committed to improving traffic safety outcomes and enhancing access to services in every community.

Thank you to all staff and partners for their ongoing efforts to support safe, efficient, and equitable transportation services in Nunavut.

Sincerely,

David Akeeagok
Minister of Community Services

Introduction

Nunavut's *Traffic Safety Act* establishes the framework for the safe and effective provision of traffic safety and motor vehicle services in the territory. The Department of Community Services is further responsible to report annually on objectives as laid out in the Act.

Reporting requirements are established in section 328.1 as follows:

“328.1. (1) Within the first nine months of each calendar year, the Registrar shall prepare and submit to the Minister an annual report for the previous calendar year on the following matters:

- (a) the administration of this Act by the Government of Nunavut;*
- (b) traffic safety in Nunavut;*
- (c) any other matters requested by the Minister.*

Personal information

(2) The report referred to in subsection (1) shall not include any personal information as defined in the Access to Information and Protection of Privacy Act.

Report to be tabled

(3) The Minister shall table the report submitted under subsection (1) in the Legislative Assembly during the first sitting of the Assembly after the report is submitted that provides a reasonable opportunity for tabling the report. S.Nu. 2017,c.28,s.1.”

As such, the 2024 *Traffic Safety Act* Annual Report provides summary data, and no identifiable individual data regarding the overall administration of motor vehicle services and traffic safety. The report is divided into two main sections: the administration of the act, and traffic safety.

Key findings from the 2024 calendar year include:

- The department issued 3,473 drivers' licences across the territory;
- 92% of drivers' licences and general identification cards were processed within 30 days or less;
- 98% of drivers' licences and general identification cards were processed online and the remainder (2%) were processed offline;¹
- 92% of online transactions were completed within 30 days; less than 1% took 90 days or longer to complete;
- Less than 1% of offline transactions were completed within 30 days; and less than 1% took 90 days or longer to complete; 65% of the offline transactions were completed between 31 and 60 days.
- The department administered 1,271 practical exams and 3,471 theoretical exams between GN staff and third-party examiners;
- Speeding and DUIs comprised 20.3% and 33.5% of the total 251 in-territory traffic convictions respectively; and
- Speeding comprised 54.5% of the total 44 out-of-territory traffic convictions.
- There were 3 traffic related fatalities reported in Nunavut in 2024.

A Note on Data Quality

Some enforcement and administrative partners have varied data collection techniques. For these reasons, some of the data presented in this report should be interpreted with caution.

¹ See Section on Organizational Development for definitions of 'Online' and 'Offline' document processing.

Administration of the Act

The Department of Community Services (CS) is responsible for the administration of the *Traffic Safety Act*. This includes the provision of driver licencing services, general identification cards, vehicle registration, driver examinations, and maintaining driver abstracts for Nunavut licensees, among other administration functions.

Licences

Nunavut's *Driver's Licence Regulations* establishes seven licence classes as per Schedule A (subsection 2(1)). The most common licence types issued are Class 5 licences, which permit the holder to operate private passenger vehicles, and Class 7 licences, which permit the holder to operate any vehicle in Class 5 or 6, while the driver is learning to operate it. The department tracks the issuance of licences by age, community, and vehicle type annually; this data has been presented in table form below.

- **Class 5:**

This is the standard license for operating most passenger vehicles, including cars, trucks, and vans. In Nunavut, the minimum age for a Class 5 license is 16.

- **Class 6:**

This license is for motorcycles and other two-wheeled vehicles.

- **Class 7:**

This is a learner's license, allowing individuals to operate vehicles under supervision. In Nunavut, the minimum age for a Class 7 license is 15.

Note: A Class 5, 6, or 7 requires a driver's medical at age 75, at age 80 and every two years over age 80.

- **Class 1, 2, 3, 4:**

These are commercial licenses, each with specific requirements and vehicle types they authorize the operation of, they all require a Class 5 license and have Medical requirements. They include:

- **Class 1:** Allows operation of truck and trailer combinations, including those with air brakes.
- **Class 2:** Authorizes the operation of buses with more than 24 passengers.
- **Class 3:** Allows the operation of vehicles with three or more axles.
- **Class 4:** Includes taxis, ambulances, and small buses.

Number of licences issued in 2024 by class and age²

	15–19	20–24	25–29	30–34	35–39	40–44	45–49	50–54	55–59	60+	<i>Total</i>
Class 1	0	4	6	6	3	5	8	7	3	2	44
Class 2	1	0	3	9	9	5	5	3	3	2	40
Class 3	2	27	51	53	58	43	33	18	14	7	306
Class 4	1	6	8	18	16	10	8	13	4	7	91
Class 5	165	250	313	321	289	230	184	146	113	157	2168
Class 6	0	0	0	0	0	0	0	0	0	0	0
Class 7	194	153	118	121	88	54	38	20	23	15	824
Class 1, 6	0	0	1	0	1	0	1	0	0	3	6
Class 2, 6	0	1	0	0	0	1	0	0	0	1	3
Class 3, 6	0	0	1	3	3	1	0	4	2	1	15
Class 4, 6	0	0	0	3	1	3	0	0	0	2	9
Class 5, 6	1	1	7	11	7	4	10	5	9	9	64

² Individuals may hold multiple licence types. Categories “1,6”, “2,6”, “3,6”, “4,6”, and “5,6” refer to individuals who were issued both a licence (class 1–5) and a class 6 licence in 2022. A class 6 licence permits the holder to operate a motorcycle.

Number of licences issued in 2024 by class and community³

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 1,6	Class 2,6	Class 3,6	Class 4,6	Class 5,6
Arctic Bay	0	0	16	0	37	0	16	0	0	0	0	1
Arviat	1	2	24	2	74	0	24	0	0	0	0	0
Baker Lake	9	0	21	0	76	0	29	0	0	0	0	1
Cambridge Bay	0	1	8	3	107	0	22	0	1	2	0	1
Chesterfield Inlet	1	0	5	0	14	0	5	0	0	0	0	0
Clyde River	0	2	18	0	33	0	28	0	0	0	0	0
Coral Harbour	0	1	8	0	11	0	1	0	0	0	0	0
Gjoa Haven	0	0	14	1	78	0	21	0	0	1	0	0
Grise Fiord	0	0	1	0	5	0	1	0	0	0	0	0
Igloolik	0	2	10	3	36	0	29	0	0	0	0	0
Iqaluit	10	19	84	76	1059	0	361	6	1	12	8	51
Kimmirut	0	0	1	0	16	0	0	0	0	0	0	1
Kinngait	0	0	6	0	54	0	39	0	0	0	0	0
Kugaaruk	0	1	4	0	19	0	12	0	0	0	0	0
Kugluktuk	1	0	2	1	31	0	16	0	0	0	0	2
Nauyasat	0	4	7	0	44	0	22	0	0	0	0	2
Pangnirtung	0	4	15	0	62	0	41	0	0	0	0	1
Pond Inlet	0	0	12	0	56	0	16	0	0	0	0	0
Qikiqtarjuaq	0	0	1	0	22	0	19	0	0	0	0	0
Rankin Inlet	22	4	17	5	277	0	81	0	1	0	1	3
Resolute Bay	0	0	3	0	2	0	9	0	0	0	0	0
Sanikiluaq	0	0	10	0	9	0	20	0	0	0	0	0
Sanirajak	0	0	10	0	21	0	0	0	0	0	0	0
Taloyoak	0	0	3	0	18	0	8	0	0	0	0	0
Whale Cove	0	0	6	0	7	0	4	0	0	0	0	1
Total	44	40	306	91	2168	0	824	6	3	15	9	64

³ Individuals may hold multiple licence types. Categories “1,6”, “2,6”, “3,6”, “4,6”, and “5,6” refer to individuals who were issued both a licence (class 1–5) and a class 6 licence in 2022. A class 6 licence permits the holder to operate a motorcycle.

General Identification Cards

General Identification Cards (GICs) are commonly used as photo identification for airline travel in lieu of a passport or driver's licence. Part VIII.1 of the *Traffic Safety Act* discusses GICs and s. 307.1 of the Act, states that the Registrar may issue GICs.

Number of GICs by type by age in 2024

	New	Renewal	Replacement
< 15	405	0	6
15–19	649	2	7
20–24	526	8	3
25–29	448	8	12
30–34	427	4	9
35–39	345	5	7
40–44	237	3	5
45–49	215	0	4
50–54	198	4	3
55–59	205	0	3
60+	345	4	4
Total	4000	38	63

Vehicle Registrations

Sections 5–30 of the *Traffic Safety Act* discuss vehicle registration requirements in Nunavut. Generally, in order for an individual to operate a vehicle on roadways in Nunavut, the vehicle must be registered (s. 5 (a–b)).

Number of vehicle registrations in 2024 by vehicle type

	New	Renewed	Duplicated
All-Terrain Vehicle	137	484	11
All Trailers	10	11	3
Commercial Trailer	10	56	2
Commercial Vehicle 4501 kg and over	38	167	0
Commercial Vehicle Under 4500 kg	122	487	17
Construction	55	110	3
Forces ATV	0	1	0
Government ATV	24	54	0
Government Construction Vehicle	28	128	0
Government Trailer	1	6	1
Government Vehicle	160	522	17
Motorcycle	13	22	2
Motorhome Class A	0	0	0
Motorhome Class B	0	0	0
Motorhome Class C	1	2	0
No Plate Registration	9	2	0
Passenger – Private	273	1112	47
Public Service 4501 kg and over	0	12	0
Public Service Under 4500 kg	7	34	5
Rental Vehicle	47	35	0
School Bus	4	4	0
Society Vehicle Under 4500 kg	9	15	0
Total	948	3264	115

Driver’s Abstract Reports

A driver’s abstract report is a record of a person’s driving history and includes information such as accident reports. Section 3 (1) of the *Driver’s Licence Demerit Point Regulations*, states that the Registrar of Motor Vehicles⁴ shall maintain a driving record for every driver for whom the Registrar issues a driver’s licence. Nunavummiut can apply for a copy of their driver’s abstract report by going to a MVD office in select communities. In all other communities, Nunavummiut can apply for their driver’s abstract report at the local Municipal Liaison Office (MLO) or Government Liaison Office (GLO). The current fee for the Nunavut driver’s abstract report is \$15.00.

As indicated in the table below, 1465 abstracts were produced in 2024. Although marginal, the age groups 30–34 and 40–44 requested the highest portion of these requests.

Number of abstracts produced in 2024 by age

	15–19	20–24	25–29	30–34	35–39	40–44	45–49	50–54	55–59	60+	Total
Abstracts Produced by Driver Age	39	119	182	214	177	209	136	147	99	143	1465

Number of accident reports

In 2024, 33 accident reports were entered. Of these 33 accident reports, 1 accident report was printed by request.

⁴ The Registrar of Motor Vehicles is appointed under subsection 315(1) of the *Traffic Safety Act*. The Registrar’s powers are detailed under subsection 316(2–3) of the Act.

Exams

Subsection 68(2) of the *Traffic Safety Act* indicates that persons, such as new drivers or drivers wishing to upgrade their licence, must pass the applicable theoretical and practical driving exams. Examiners are appointed under subsection 319(1) of the *Traffic Safety Act* and include MVD staff or third-party examiners.

As indicated in the next table, 1,271 practical exams and 3,471 theoretical exams were administered in 2024. MVD staff performed 81.1% of these exams while third-party examiners performed the remaining 18.9%.

Number of exams in 2024 by class, and examiner type⁵

Nunavut			Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	SB	AB	Total
	MVD Staff	Theory	37	38	354	173	203	46	1712	19	201	2783
		Practical	13	15	159	56	767	25	0	14	153	1202
	Third Party	Theory	0	0	71	2	29	4	547	0	35	688
		Practical	0	0	1	0	66	0	0	0	2	69

⁵ Road tests for class 1–6 (class 7 is not applicable as it does not have a road test. “SB” represents school bus endorsement and “AB” represents air brake endorsement.

Transactions, Revenue, Processing Times, Accident Reports

Among other data, the Motor Vehicle Information System (MVIS) is used to collect and store the number of transactions and revenue for: driver's licences (DL), general identifications cards (GIC), registrations, and exams. The MVD records the processing times of driver's licences and GICs. Additionally, the MVD records the number of accident reports entered and printed.

Number of transactions and revenue in 2024⁶

		DL	GIC	Registrations	Exams
Nunavut	Number of Transactions	4,490	4,724	10,903	7,761
	Revenue (\$)	140,510	0	567,780	81,730

Processing times for Driver's Licence and General Identification Card in 2024⁷

		0–30 Days	31–60 Days	61–90 Day	91+ Days	Total Requests
Arctic Bay	Offline	0	0	0	0	0
	Online	183	1	0	0	184
Arviat	Offline	0	0	0	0	0
	Online	481	0	0	0	481
Baker Lake	Offline	0	0	0	0	0
	Online	360	2	0	0	362
Cambridge Bay	Offline	0	0	0	0	0
	Online	254	161	9	10	434
Chesterfield Inlet	Offline	0	0	0	0	0
	Online	69	1	0	0	70
Clyde River	Offline	0	0	0	0	0
	Online	222	0	0	0	222
Coral Harbour	Offline	0	0	0	0	0
	Online	145	4	0	0	149
Gjoa Haven	Offline	2	1	1	0	4
	Online	289	22	5	3	319

⁶ Total number of exams includes written (Theory) test for each Class; Signs Test; Vision Test; Road Test(s); Air Brake Endorsements; etc.

⁷ 'Online' indicates that the applications were processed via internet connection between the community and the regional headquarters (Iqaluit, Rankin Inlet, or Gjoa Haven). 'Offline' indicates that the application was mailed from the community where the request was initiated to the regional headquarters.

Processing times for Driver's Licence and General Identification Card in 2024⁸ cont'd

Grise Fiord	Offline	0	0	0	0	0
	Online	23	0	0	0	23
Igloolik	Offline	0	0	0	0	0
	Online	338	2	0	0	340
Iqaluit	Offline	0	0	0	0	0
	Online	3033	25	0	0	3058
Kimmirut	Offline	0	0	0	0	0
	Online	71	0	0	0	0
Kinngait	Offline	0	0	0	0	0
	Online	322	5	0	0	327
Kugaaruk	Offline	7	91	33	6	137
	Online	22	1	0	1	24
Kugluktuk	Offline	0	0	0	0	0
	Online	101	82	21	6	210
Nauyasat	Offline	0	0	0	0	0
	Online	217	6	0	0	223
Pangnirtung	Offline	0	0	0	0	0
	Online	333	8	1	0	342
Pond Inlet	Offline	0	0	0	0	0
	Online	284	23	0	0	307
Qikiqtarjuaq	Offline	0	0	0	0	0
	Online	120	5	0	0	125
Rankin Inlet	Offline	0	0	0	0	0
	Online	774	2	0	2	778
Resolute Bay	Offline	0	0	0	0	0
	Online	55	0	0	0	55
Sanikiluaq	Offline	0	0	0	0	0
	Online	134	0	0	0	134
Sanirajak	Offline	0	0	0	0	0
	Online	117	23	2	0	142
Taloyoak	Offline	0	0	0	1	1
	Online	83	110	31	0	224
Whale Cove	Offline	0	0	0	0	0
	Online	72	0	0	0	72
Totals	Offline	9	92	34	6	141
	Online	8102	483	69	22	8676

⁸ 'Online' indicates that the applications were processed via internet connection between the community and the regional headquarters (Iqaluit, Rankin Inlet, or Gjoa Haven). 'Offline' indicates that the application was mailed from the community where the request was initiated to the regional headquarters.

Traffic Safety

The Department of Community Services is responsible for certain aspects of Traffic Safety under the *Traffic Safety Act*. This includes recording information regarding traffic incidents, convictions and using a demerit-based system to impose suspensions or cancellations of drivers licences.

Traffic Incidents⁹

Section 261 (a–d) of the *Traffic Safety Act* define reportable incidents as

“...an incident on or adjacent to a highway involving a vehicle that results in

(a) the injury or death of a person;

(b) a collision with an unattended vehicle resulting in visible damage to the unattended vehicle;

(c) a collision with an inanimate object or with an animal where the driver reasonably believes or ought to believe that there may be ongoing danger to the public; or

(d) a collision with an animal where the driver reasonably believes or ought to believe that the animal has an owner.

S.Nu. 2017,c.20,s.36.”

Number of traffic incidents in 2024 by age¹⁰

	<15	15–19	20–24	25–29	30–34	35–39	40–44	45–49	50–54	55–59	60+	Total
Injury	1	0	1	0	2	2	0	0	0	0	0	6
Other	1	0	0	0	1	0	1	1	0	1	0	5
Fatality	0	1	0	1	0	0	0	1	0	0	0	3

⁹ Data within this section should be interpreted with caution. Inconsistent or incomplete reporting from partners may result in underestimates/overestimates or discrepancies between table totals.

¹⁰ “Other” refers to individuals involved in an accident, but who had no recorded injuries. Due to data limitations, this table could not be geographically disaggregated; the table includes all available data on traffic incidents involving Nunavut Drivers, regardless of their location in Canada.

Number of traffic incidents in 2024 by community

	Injury	Other	Fatality
Arctic Bay	0	0	0
Arviat	0	0	0
Baker Lake	0	0	0
Cambridge Bay	0	1	0
Chesterfield Inlet	1	0	0
Clyde River	1	1	0
Coral Harbour	0	0	0
Gjoa Haven	2	1	0
Grise Fiord	0	0	0
Igloolik	0	0	1
Iqaluit	2	1	2
Kimmirut	0	0	0
Kinngait	0	0	0
Kugaaruk	0	0	0
Kugluktuk	0	0	0
Nauyasat	0	0	0
Pangnirtung	1	0	0
Pond Inlet	3	0	0
Qikiqtarjuaq	0	0	0
Rankin Inlet	0	0	0
Resolute Bay	0	0	0
Sanikiluaq	0	0	0
Sanirajak	0	0	0
Taloyoak	0	0	0
Whale Cove	0	0	0
Total	10	4	3

Number of traffic incidents in 2024, causes by age

In 2024, incident reports were often blank or didn't correspond with National Collision Database 2 (NCDB2) specifications. As a result, these unreliable data are not presented in this report. Subsequent reports will endeavour to include these data.

Number of traffic incidents in 2024, causes by community

In 2024, incident reports were often blank or didn't correspond with NCDB2 specifications. As a result, these unreliable data are not presented in this report. Subsequent reports will endeavour to include these data.

Traffic Convictions¹¹

Section 336 of the *Traffic Safety Act* states that individuals who contravene this Act or the regulations are guilty of an offence liable on summary conviction to the punishment set out in the Act.

Number of traffic convictions and administrative sanctions in 2024, by age¹²

	15–19	20–24	25–29	30–34	35–39	40–44	45–49	50–54	55–59	60+	Total
DUI	4	9	17	20	9	9	11	3	0	2	84
Roadside Suspension – 24 hours	0	0	0	0	0	0	0	0	0	0	0
Roadside Suspension – 30 Days	0	0	0	0	0	0	0	0	0	0	0
Roadside Suspension – 90 Day	0	0	0	0	0	0	0	0	0	0	0
Unlicensed	0	1	0	0	0	2	1	0	1	0	5
Unregistered	0	3	4	3	9	4	4	2	1	3	33
Uninsured	0	0	2	1	1	2	0	1	0	0	7
Speeding	3	6	3	4	9	8	5	4	6	3	51
Distracted Driving	0	0	0	0	0	0	0	0	0	0	0
All others	1	2	8	16	6	8	9	10	4	7	71

¹¹ Data within this section should be interpreted with caution. Inconsistent or incomplete reporting from partners may result in underestimates/overestimates or discrepancies between table totals.

¹² Due to data limitations, this table could not be geographically disaggregated; the table includes all available data on traffic incidents involving Nunavut Drivers, regardless of their location in Canada.

Number of traffic convictions and administrative sanctions in 2024, by community

	DUI	Roadside Suspension - 24 hours	Roadside Suspension - 30 Days	Roadside Suspension - 90 Day	Unlicensed	Unregistered	Uninsured	Speeding	Distracted Driving	All others
Arctic Bay	0	0	0	0	0	0	0	0	0	0
Arviat	0	0	0	0	0	0	0	0	0	0
Baker Lake	0	0	0	0	0	0	0	0	0	0
Cambridge Bay	0	0	0	0	0	0	0	0	0	0
Chesterfield Inlet	0	0	0	0	0	0	0	0	0	0
Clyde River	0	0	0	0	0	0	0	0	0	0
Coral Harbour	1	0	0	0	0	0	0	0	0	0
Gjoa Haven	0	0	0	0	0	0	0	0	0	0
Grise Fiord	0	0	0	0	0	0	0	0	0	0
Igloolik	0	0	0	0	0	0	0	0	0	1
Iqaluit	73	0	0	0	3	31	6	26	0	54
Kimmirut	0	0	0	0	0	0	0	0	0	0
Kinngait	0	0	0	0	0	0	0	0	0	0
Kugaaruk	0	0	0	0	0	0	0	0	0	0
Kugluktuk	1	0	0	0	0	0	0	0	0	1
Naujaat	0	0	0	0	0	0	0	0	0	0
Pangnirtung	3	0	0	0	0	0	0	0	0	0
Pond Inlet	2	0	0	0	0	0	0	0	0	0
Qikiqtarjuaq	1	0	0	0	0	0	0	0	0	0
Rankin Inlet	3	0	0	0	0	0	0	1	0	3
Resolute Bay	0	0	0	0	0	0	0	0	0	0
Sanikiluaq	0	0	0	0	0	0	0	0	0	0
Sanirajak	0	0	0	0	0	0	0	0	0	0
Taloyoak	0	0	0	0	0	0	0	0	0	0
Whale Cove	0	0	0	0	0	0	0	0	0	0
Total	84	0	0	0	3	31	6	27	0	59

Demerit Discipline

Subsection 3(2) of the *Driver's Licence Demerit Point Regulations* states that the Registrar shall add demerit points to an individual's driving record as the Registrar becomes aware of the convictions of the driver. The Regulation's Schedule provides a list of offenses and the number of demerits they represent.

Section 5(1–3) of the Regulations detail that when a driver has accumulated 12 or more demerit points, the Registrar shall provide a warning letter to the driver and arrange a telephone or personal interview between the driver and a driver examiner or driver's licence review officer. If the driver fails to attend the interview, the Registrar may suspend the individual's driver's licence and prohibit the driver from operating a motor vehicle until the driver attends the necessary interview.

Where a driver has accumulated 15 or more demerit points, the Registrar shall suspend the driver's licence of the driver and prohibit the driver from operating a motor vehicle for a period of one month.

Number of driver demerit discipline situations in 2024, by age

	15–19	20–24	25–29	30–34	35–39	40–44	45–49	50–54	55–59	60+	Total
Driver Suspension	3	6	13	21	9	6	9	2	0	2	71

Appendix A: Other Matters

Nunavut Drivers Outside of the Territory

The below tables summarize available data for traffic incidents, traffic convictions and administrative sanctions involving Nunavummiut driving outside of the territory.

Number of traffic incidents

	Injury	Other	Fatality
Outside of Nunavut	0	0	0

Number of traffic convictions and administrative sanctions

	Outside of Nunavut
DUI	2
Roadside Suspension - 24 hours	0
Roadside Suspension - 30 Days	0
Roadside Suspension - 90 Day	0
Unlicensed	2
Unregistered	2
Uninsured	1
Speeding	24
Distracted Driving	0
All others	13

Organizational Developments

In late 2019 the department launched a pilot project in Taloyoak to connect Government Liaison Offices to MVD offices to streamline the processing of driver licence and other services. This transforms “offline” communities into “online” communities by making use of the GN’s Core Business Network to connect GLOs directly to the Motor Vehicles Information System.

The process of connecting additional communities to the MVIS continued throughout 2024 and now only 1 community (Kugaaruk) remains “offline”. Additional client service improvements can be expected once the last community is connected.

The department made many efforts to expand the available examiners to be able to provide better service to Nunavummiut, and trained 3 additional examiners and entered negotiations to start utilization of private company 3rd party examiners to become online sometime 2025.